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WAR'S CRUCIAL STRUGGLE IS ON; GERMANS ATTACK ON FRONT OF FIFTY MILES!

CONSULAR BODY CALLS MEETING ON PLAGUE WORK

To Co-ordinate Efforts Of All Organisations In Shanghai

PEKING IS UNEASY

Discovery Of Case In Tungchow Causes Worry In Capital

Reuter's Pacific Service

Nanking, March 17.—Four deaths from plague were substantiated between the 19th and the 21st, in the face of obstruction and concealment.

The officials are more arcused to the gravity of the situation.

Steamer passenger traffic has all been stopped.

It is proposed to form four hospitals for the detention of suspected cases of plague.

The business of knitting the various factors for local plague prevention work into a closer coordination, so as to present an unbroken front in case the peril comes, went forward yesterday at a meeting of the Plague Prevention Committee summoned by the Consular Body.

Prevention measures were discussed and, though no official report of the meeting has yet been issued, it is stated that everything is proceeding satisfactorily.

Mr. Siffert In Chair

Mr. D. Siffert, Senior Consul, occupied the chair and there were also attending:

Mr. A. Ariyoshi, Consul-General for Japan; Sir E. D. H. Fraser, Consul-General for Great Britain; Mr. A. H. Wilden, Acting Consul-General for France; Mr. Ivan Chen, Commissioner for Foreign Affairs; Mr. A. C. Clear, Shanghai-Nanking Railway; Mr. Chu Pao-san, Chairman Chinese Chamber of Commerce; Dr. J. W. Jackson, Medical Officer, Chinese Maritime Customs; Mr. E. F. Mackay, Chairman General Chamber of Commerce; Mr. H. G. Myhre, Harbor Master; Mr. E. C. Richards, P. & O. Steam Navigation Co., Ltd.; Mr. Shen Tun-ho, Chinese Public Isolation Hospital; Dr. A. Stanley, Municipal Health Officer; Mr. R. H. R. Wade, Commissioner of Customs, and Mr. A. S. P. White-Cooper, Chairman, Municipal Health Committee.

Dr. J. Ricou, Health Officer of the French Municipality, was unable to be present.

During the day no further news of spread of the disease at Nanking was received here and, with the suspension of the principal traffic services from the infected district completed, the general feeling was one of relief. No undue sense of security on this account, however, is being expressed by those in charge of preventive activities in Shanghai and the work of preparing for any emergency that may arise is proceeding energetically.

Alarm Felt In Peking

From Our Own Correspondent

Peking, March 21.—Considerable alarm has been created in Peking by the appearance of plague at Tungchow, only twelve miles away from the capital, to the east, that is to say, on the opposite side from the Peking-Kalgan-Suiyuan railway, along which preventive measures were strictly enforced until six days ago, when passenger traffic was resumed under restriction. It is considered quite likely that the infection has been conveyed by a passenger from the Peking-Kalgan line to the Tungchow branch of the Peking-Mukden line; and if this turns out to have been the case, then it will be clearly established against the Peking-Kalgan Railway authorities that they resumed traffic too soon, over-bearing by their pressure the better judgment of the medical men concerned.

The authorities of the Peking-Mukden railway have very promptly suspended all traffic of the Peking-Tungchow branch and the suspension is being vigorously supported by the other local authorities, who have put an embargo on road traffic between Tungchow and Peking and, it is under-

(Continued on Page 23)

Holy Week

(Contributed)

TODAY is Palm Sunday. Nearly nineteen hundred years ago, the historic and divine Jesus Christ rode into Jerusalem amidst the plaudits of an impressionable and irresponsible crowd. He rode into the city of myriad associations knowing well that in a few days the cheers would be turned to curses, the palms would be changed to thongs, and His Supreme Sacrifice would result in the ultimate conversion of the world.

This is the beginning of Holy Week and the thoughts of a great sacrifice in the past and yet ever present must be linked up with the sacrifice that is daily being made in the present great struggle for holiness and salvation. Today the Allied nations call upon all "God fearing and good desiring" men and women to keep this season with intense earnestness.

During this week the Dean of Holy Trinity Cathedral has arranged a series of services that must make their appeal to all. There will be a daily celebration of the Holy Communion at 8 a.m. from today until Thursday. Every evening, on these days, Mission Sermons will be preached at 6 p.m.

On Good Friday at 11 a.m. there will be Mattins, Litany and Anti-Communion, followed at noon by the Three Hours Meditations: These services will be conducted by the Dean.

Holy Week is an appeal from the Cross.

* * *

Ah, my dear Father, ease my smart,
These contrarieties crush me: these cross actions
Do wind a rope about, and cut my heart:
And yet since these thy contradictions
Are properly a cross felt by the Son
But with four words, my words, "Thy will be done."

* * *

How strangely and how truly history repeats itself. The events of Holy Week may well give us thought both in their actual resemblance and in their significance to these times of struggle and stress.

On Palm Sunday, Christ entered upon a great work, dangerous and seemingly hopeless, and amidst the cheers of some, the jeers of others and the earnest good will of a few, he faced Jerusalem. Today the Allied nations face dangers, privations, but by the cross of a holy communion they look forward confidently to the evolving of a better world.

Christ cleansed the temple on the Monday, and to do so he used a whip, turning out the sellers and overthrowing the tables of the moneychangers. Today there are those who would sell honor for cheap gain, and those who would exchange a permanent good for a temporary advantage.

On Tuesday Christ was called upon to answer hard questions, some political, some social, some theological.

The political, the social and the theological worlds today have their hard questions. Fire and sword, famine and strife, distress and scepticism, cannot answer them. All these bring suffering, and through suffering we turn to Him who solved and saved by suffering upon the Cross.

Wednesday has sometimes been called the Day of Silence, and upon that day it is supposed that the Great Betrayal by Judas took place. We can think of another betrayal, when a scrap of paper was torn up and a gallant little kingdom overrun by a merciless enemy. "How can the Almighty Christ keep silence now?" the thoughtless ask. But out of the silence, a still small voice can be heard by those who would listen—"I am with thee."

Maundy Thursday! "A new Commandment give I unto you that ye love one another." And nation has risen against nation and the fires of hate are burning with a strength that seems unquenchable. But the lives that are being freely given; the blood that is being shed; the sorrow that is being occasioned, must find their fulfilment in another Calvary, and from it a purified world and a triumphant good must arise in the new Easter.

And so a Church calls upon her people with impelling voice to observe a Holy Week with so intense an earnestness, that from the sepulchre of hatred and sorrow will arise love and perfect happiness.

SENOR MAURA FORMS CABINET FOR SPAIN

Coalition Ministry Is Organised With Four Ex-Premiers Included

(Reuter's Agency War Service)

Madrid, March 21.—Senor Maura has formed a Cabinet.

Senor Maura's Coalition Cabinet includes Senor Dato, Minister of Foreign Affairs; Senor Romanones, Minister of Justice; Senor Garcia Prieta, Minister of the Interior; General Marina, Minister of War, and General Pidal, Minister of Marine.

The above includes four ex-Premiers.

Wilson Issues Proclamation Formally Ordering Seizure Of Dutch Shipping In Port

Acts After War Trade Board Reports Holland Has Rejected American Ultimatum For Transfer; Lord Robert Cecil Tells Commons Of Provisions

(Reuter's Agency War Service)

Washington, March 21.—Thirty-eight Dutch vessels lying in American ports have been seized without a hitch, the captains in each case merely making a formal protest.

(Reuter's Agency War Service)

Washington, March 20.—President Wilson has issued a proclamation in which he authorises the seizure of Dutch shipping in American ports.

The proclamation was issued after the War Trade Board had informed the President that Holland rejected the American ultimatum for the transfer of ships lying in American ports and it came into force this evening.

London, March 21.—In the House of Commons today Lord Robert Cecil, in a statement regarding Dutch shipping, said that the Allies deeply regretted that any Government should have appeared to assist the objects of German submarinism by not making the fullest use of its shipping.

The Allies had been endeavoring for months past by negotiations and agreement to induce every country to use its shipping to the fullest possible extent.

Referring to the abortive negotiations with Holland cabled on the 14th, Lord Robert Cecil said that one of the conditions laid down by the Dutch Government then was that their ships should not enter the danger-zone. The Allies, however, recognised that, even if an agreement including that condition was accepted, Germany could have rendered it nugatory by extending the danger-zone.

After mentioning the liberal conditions offered by the Allies, which were cabled on the 14th and also outlined in President Wilson's proclamation, Lord Robert Cecil stated that another Dutch condition was that Dutch ships should not carry war-material. As almost everything at present was war-material this condition was also unacceptable.

Therefore, the Allies felt that their only course was to exercise their unquestionable right of requisitioning the use of Dutch ships under the Right of Agary. He emphasised that Great Britain was very anxious to act very carefully and in the least obnoxious way. The repatriation of the Dutch crews, who will be treated with the utmost courtesy and consideration, has been provided for.

Lord Robert Cecil confirmed that Dutch ships henceforth leaving Dutch ports would not be brought into the service of the Allies except by agreement.

The Allies had undertaken that Holland should be supplied with 50,000 tons of wheat or flour in a North American port as soon as possible and with a similar quantity in a South American port. He hoped that Holland would immediately send ships for the supplies.

The Allies were anxious to meet Holland in every way possible.

There were approximately 450,000 tons of Dutch shipping in American ports and 350,000 tons in other ports.

All comment on the taking over of Dutch shipping emphasised that, apart from the fact that Holland will not lose by it, the Allies, by their action, have relieved the Dutch Government from making what would have been a very difficult decision and the Dutch Government is probably very thankful in that connection because Germany cannot now accuse Holland of acquiescing in the Allies' demands.

Amsterdam, March 22.—In the Reichstag yesterday von dem Busche, the Under Secretary for Foreign Affairs, made a confidential statement of the intentions of the Government regarding the Dutch shipping question.

FOUR GERMAN SHIPS SUNK IN ENGAGEMENT

French And British Destroyers Rout Enemy Fleet Off Dunkirk

(Reuter's Agency War Service)

London, March 21.—The Admiralty issues the following communique:

Two British and three French destroyers off Dunkirk between four and five o'clock this morning engaged some German destroyers which had previously bombarded that town for ten minutes. Two enemy destroyers and two torpedo-boats are believed to have been sunk. The survivors of two torpedo-boats were picked up. No Allied vessels were sunk. A British destroyer was damaged but has reached harbor. The British casualties were slight while the French had no casualties.

The Admiralty issues the following communique;

British seaplanes reconnoitring bombarded Ostend this afternoon.

A naval air-squadron destroyed five enemy aircraft.

British seaplanes reconnoitring Heligoland Bight used their machine-guns against enemy mine-sweepers.

There were no British casualties and all our aeroplanes have returned.

Paris, March 21.—An official communique reports:

A division of French and British destroyers fought a detachment of German torpedo-boats in the North Sea between four and five o'clock this morning, sinking two of them.

Shortly afterwards the same division fought a second action with five large destroyers which had previously bombarded Dunkirk. One German destroyer was sunk and two others probably lost.

We captured some prisoners.

It appears that the three flotillas were ordered to bombard Dunkirk, La Panne and Bray-Dunes.

The Weather

Bad; Heavy squalls. The maximum temperature yesterday was 52.8 and the minimum 43.2, the figures for the corresponding day last year being 49.8 and 41.2.

TUAN WILL BE PREMIER, IS REPORT FROM PEKING

Mandate To Be Issued Today Following His Consent To Act

General Tuan Chi-jui has finally consented to accept the Premiership, according to a Peking telegram last night. A mandate is expected to be promulgated this morning appointing him to the position. The present Cabinet will resign as a body, but with the exception of one or two, the services of the members of these ministers will be retained.

The vanguards of the Mukden forces about 7,000 strong, arrived at Pukow Friday, according to Chinese reports. With the mediation of Generals Li Shun and Wang Ting-cheng, the Deputy Inspector-General of the Yangtsze, it is not likely that any aggressive measures will be taken by either the Kiangsu or the Fengtien troops. The Chamber of Commerce at Hsiakwan, Nanking, however, has again protested against the movement of these soldiers and has asked the Peking Government to stop them from proceeding any further.

With the assistance of the reinforcement from Kwangtung, the Southern forces are again vigorously storming Yochow, the position recaptured by the Northern forces.

50,000 Miners To Be Selected For Service

So Lloyd George Tells Executive Of Federation Which Presents Result Of Ballot

(Reuter's Agency War Service)

London, March 22.—Mr. Lloyd George told the Executive of the Miners' Federation yesterday, when they presented the figures of the ballot on the subject of combing out miners for 50,000 recruits, that the men required would be recruited for the army.

The National Miners' ballot, resulted in a majority of 28,756 votes against combing out 50,000 miners.

The Daily Mail states that the Premier, greatly moved by the news from the front, addressing the miners' delegates on the subject of combing-out 50,000 miners for the army, was most emphatic in his references to the military situation and his insistence that the miners' vote, if acted upon, would mean installing Bolshevism in Great Britain had an almost staggering effect on the delegates.

Shanghai Plans High Honor For E. C. Pearce

Mr. E. C. Pearce

Resolution At Ratepayers' Meeting Will Propose To Make Him A Freeman, Exempt From Taxes

As a testimonial of appreciation of his long and valued services to the community as a Municipal Councillor and as Chairman of the Municipal Council, the freedom of the International Settlement is to be proposed for Mr. E. C. Pearce at the ratepayers' annual meeting next Wednesday.

The resolution to make Mr. Pearce a freeman of the Settlement, the first in its history, is to be proposed by Dean Walker and seconded by Dr. Macleod and is supported by a long list of the most prominent citizens, officials and associations of the various national communities.

The resolution, if carried, and beyond doubt it will be carried, will free Mr. Pearce from the payment of taxes and rates in Shanghai for the rest of his life. All Shanghai residents familiar with Mr. Pearce's many sacrifices and unremitting toil for the welfare of the Settlements will join THE CHINA PRESS in the hope that the vote at next Wednesday's meeting will be unanimous. It is a great honor from his fellow residents richly deserved.

The text of the resolution, with the names of its supporters, follows:

Resolution: That in recognition of the long and distinguished services of Mr. Edward Charles Pearce, as a Municipal Councillor and as Chairman of the Council, his fellow-residents hereby resolve, and it is declared, that Mr. Edward Charles Pearce shall henceforth be a freeman of the International Settlement of the city of Shanghai, and shall be exempt from the payment of all Municipal rates and taxes.

Proposed by: Dean Walker.
Seconded by: Dr. Macleod.

The above Resolution is supported by the following:

Sir Havilland de Sausmarez
Skinner Turner (H. M. Judge)
Very Rev. A. J. Walker
Rev. C. E. Darwent, M.A.
A. L. Anderson (Stock Exchange)
L. Ardain (France)
A. J. Basto (Portugal)
F. J. Blom (Holland)
W. A. Burns (American Chamber of Commerce)
J. S. S. Cooper (Engineering Society of China)
G. D. Coutts (Exchange Brokers)
M. Denegri (Italy)
D. C. Dick (St. Andrew's)
Ed. Ezra
W. S. Fleming (American Association of China)
Baron Fujimura (Japan)
H. von Heidenstam (Sweden)
Dr. Hopkyn-Rees (St. David's)
E. Jenner Hogg
Count Jezierski
J. Johnstone (British Chamber of Commerce)
E. F. Mackay (General Chamber of Commerce)
Dr. N. Macleod
W. L. Merriman (America)
E. C. Richards
H. G. Simms (St. Patrick's)
A. Stephen (China Association)
L. Straetmans (Belgium)
O. Thoresen (Norway)
Major T. E. Trueman (S.V.C.)
Ed. White
A. S. P. White-Cooper.

Mr. Edward Charles Pearce was born in London on April 9, 1862, was educated at Charter House, Godalming, and besides being one of the Settlement's foremost and most active citizens, is an old China hand, coming out from England in 1884. He came to China for the firm of Messrs. George Oliver and Co. as a chazee. In 1889 he joned Messrs. Ilbert and Co., a firm of which he is now managing director. Since that time he has held responsible positions in many large local concerns. He has always taken an active interest in questions concerning the government of the Settlement and became a member of the Council about seven years ago. He has been Chairman of the local governing body for the past five years.

Mr. Pearce has also been closely identified with progressive movements outside political affairs, being a member of the Great Northern Masonic Lodge and, among other duties, having been a member of the Mih-Ho-Loong Company of the Fire Brigade for seven years. He always took a keen interest in sports and was an active oarsman and football player for many years, being one of the founders of the Shanghai Football Club.

ALFIERI RESIGNS AS ITALIAN WAR MINISTER

Gives Up Post In Cabinet To Take A Command At Front

(Reuter's Agency War Service)

Rome, March 21.—General Alfieri, the Minister of War, has resigned in order to take up a command at the front and has been succeeded by Senator General Victor Zupelli.

PRO-GERMAN PREMIER AT HELM IN RUMANIA

Peace Parleys To Be Resumed Immediately, Is Belief In Jassy

(Reuter's Agency War Service)

Jassy, March 21.—The Marghiloman Cabinet has been formed. It consists of insignificant politicians, including only one ex-Minister. It is expected that the peace pourparlers will be immediately resumed.

LINE PENETRATED IN SOME PARTS BUT NO BREAK THROUGH

Only Minor Gains Obtained At Price Of Terrible Losses

ATTACK IN WAVES

Drive Centers Near St. Quentin, Between Oise And The Scarpe

PARIS IS OBJECTIVE

Is Offensive On Biggest Scale Since Start Of War

(Reuter's Agency War Service)

London, March 22, 6.35 a.m.—The battlefield of Cambrai is the scene of the opening of the great German offensive which the enemy has been endeavoring to mask by subsidiary attacks at several points: namely in the Belgian sector, at Rheims, in Champagne and at Verdun. The Germans have struck without deceiving Sir Douglas Haig, who was thoroughly prepared to meet the main onslaught when it was launched yesterday against the British right between the River Scarpe and the River Oise, in the neighborhood of St. Quentin. The probable object of the Germans is to drive a wedge between the British and the French and to advance on Paris by the valley of the Oise, simultaneously turning the whole French left.

Aim To Get Through To Paris

Experts anticipate that the enemy will make a tremendous rush to gain ground at certain points and that he will strike hard in other sectors in order to pin down the British and French reserves and to endeavor to find a weak point in the line, but every confidence is felt in the ability of the British to repulse the enemy with sanguinary losses. In view of the certainty that the German advance will be finally checked after some preliminary gains, military experts in London find the German action of putting everything to the hazard inexplicable unless on the ground that the situation in Germany is more serious than is supposed and her rulers are drived to this desperate venture.

This morning's report from Field Marshal Sir Douglas Haig said:

Fighting continued late last night on the whole front from the Oise to the River Sensee.

Our troops continue to hold the enemy in their battle positions.

During yesterday's attacks the enemy's massed infantry offered remarkable targets to our rifles, machine-guns and artillery, of which we took full advantage. All reports testify to the exceedingly heavy losses inflicted on the enemy.

No serious attack has yet developed this morning but heavy fighting must still be expected.

Haig Sums Up Day's Battle

At midnight last night Sir Douglas Haig issued the following communique summing up the day's fighting:

About eight o'clock this morning, after an intense bombardment with gas-shells and high explosives on our forward positions and back-areas, the enemy launched a powerful infantry attack on a front of over fifty miles, between the River Oise, near La Fere, and the River Sensee, near Croisilles.

There was a hostile artillery bombardment on a wide front northward of the La Bassee Canal and in the Ypres sector.

It has been known for some time past that the attack was being prepared.

The enemy pressed the attack with the greatest vigor and determination the whole day long. He broke through our out-post positions and penetrated our battle-positions at certain parts.

The enemy attacked in masses and his losses were exceptionally heavy.

Severe fighting continues along the whole front. Large numbers of reinforcements have been observed advancing behind the enemy's lines and several divisions which were

specially trained for this great attack have been identified, including Guards.

Maps we have captured which depicted the enemy's intentions show that he has not attained his objectives at any point of the front.

Reports Of Correspondents

Mr. Percival Phillips, wiring from France, says that the German army south of the Scarpe seems to have delivered its first blow principally in the triangle formed by the Arras-Cambrai and the Bapaume-Cambrai roads, while the army south of Cambrai is striking against our trench systems in the region west of the Scheldt Canal. The enemy doubtless hopes to effect a junction between both armies, cut off a considerable slice of the British front and recover all the Hindenburg trenches he lost four months ago.

Mr. Philip Gibbs, wiring from France, says: "At the moment there are only scraps of news, unconfirmed rumors and vague tidings of men hard-pressed but holding out against repeated onslaughts. Hours must pass before it is clear how much the enemy has gained or failed to gain at the first blow. Our troops are fighting not merely for their own lives but for the fate of England and all they owe to our race. Today's battle is not a bluff but, apparently, the real thing in all its brutal force. One thing certain is the supreme valor of our men, whatever happen."

Mr. Hamilton Fyfe, wiring from France, states that the Germans assembled an enormous number of guns for their preliminary bombardment, but this was not of long duration. It began at 5 o'clock yesterday morning and at 7 o'clock some German units had already left their trenches and attacked with heavy and light machine-guns. The engagement became general between 9 and 10 o'clock on a front of twenty-five miles. The right of the German attack was aimed at Croisilles, Bullecourt and Lagnicourt while the left wing pushed in the direction of Ronssoy and Hargicourt.

Everywhere the enemy suffered heavily. The fighting in the afternoon developed into hard local struggles for points of vantage like a brick-field near Croisilles and ruined farmhouses and canal locks but at present it is useless to attempt to give details. One thing clear is that the enemy for the first time in two years has begun an attempt to break through.

Bombardment Starts At Noon

London, March 21.—Field Marshal Sir Douglas Haig reports:

The enemy opened a heavy bombardment towards dawn along the whole front, from the neighborhood of Vendeuil, southwards of St. Quentin, to the River Scarpe.

We made a raid in the neighborhood of St. Quentin and brought back some prisoners and three machine-guns.

We also took prisoners southeastward of Messines and southward of Houthulst Forest and repulsed a raid in the neighborhood of Armentieres.

Sir Douglas Haig reported late at night:

Aviation.—The weather yesterday hindered flying.

Our night-flying machines dropped 300 bombs on an aerodrome southwestward of Tournai and a dump northeastward of St. Quentin. All our machines returned.

German Claim Of Gain

A German official communique reports:

We penetrated a portion of the English positions between Cambrai and La Fere.

(By wireless).—A German official communique reports:

Our Bavarian troops, in a surprise attack southward of Ornes (? in Champagne), overran the enemy first-line and advanced as far as Brule Ravine. We took 240 prisoners.

Austrian and Hungarian troops co-operated against the English and French in the artillery bombardment on broad sectors of the Western front.

We have captured Kherson in Ukrainia.

A Belgian official communique reports:

There was lively artillery activity yesterday.

During the naval engagement last night off Dunkirk, the enemy vessels bombarded our coast towards La Pane.

A violent bombardment with poison-gas shells against our batteries on the whole of our front lasted throughout the day.

Reuter's correspondent at British Headquarters, telegraphing at ten o'clock this morning, reports:

The heavy enemy bombardment mentioned by Sir Douglas Haig, which extended along practically the whole British front south of the Scarpe, was followed by gas-shells around Fleurbaix. The air is thunderous. Our guns are replying strenuously. No infantry movement has been reported up to present. The weather is very hazy and aerial observations almost impossible. Our troops are standing in readiness everywhere for anything which might happen.

Reuter's correspondent at British Headquarters, telegraphing this afternoon reports:

Following the heavy bombardment which the Germans commenced against almost the whole of our front south of the Scarpe, the enemy launched an infantry attack on a big scale.

Attack In Dense Waves

Under cover of a smoke-barrage his infantry came over in dense waves on a front extending from north of Lagnicourt to Gauche Wood (west to southwest of Cambrai).

At 10:50 a.m. there was hand-to-hand fighting in our front lines at various points. The early morning mists had somewhat lifted and our airmen were able to ascend.

The details from the battle-line up to the present are scrappy and confused, but it seems certain that the Germans have assumed the offensive on a big scale.

The artillery duel is terrific, especially in the region of the ridges about St. Quentin, which appear to be the main German objective.

Reuters correspondent at British Headquarters wires this evening:

By the employment of great masses of men and a great weight of artillery, the enemy appears to have penetrated our front line at certain spots between the Scarpe and Vendruil (? Vendhuille) but counter-measures have not yet been taken and the position is in a liquid state.

The purpose of the enemy seems to have been to launch converging attacks upon the two flanks of the Flequieres salient with a view to cutting it off. This plan has been regarded as probable since the similar attempt at Cambrai in November.

The heavy bombardment opposite Fleurbaix early this morning was not followed up by enemy infantry.

Rumors mention the employment of tanks.

The weather improved during the morning and it has been dry and tolerably clear.

Attack On French Front

Paris, March 21.—The official communique issued this afternoon reports:

Towards the end of the night there was an intense and prolonged bombardment in the sectors north and southeast of Rheims and also at various points in Champagne where the Germans made several abortive attempts to attack.

The enemy bombardment on the right of the Meuse became very violent yesterday evening. A strong attack followed between Caurieres Wood and Bezonvaux. After violent hand-to-hand fighting we drove back the enemy from some points to which, in his first rush, he succeeded in penetrating. We took some prisoners.

After a lively artillery bombardment the enemy attacked at 10.30 this morning in the region of Momeny, in Lorraine. Our fire repulsed him with serious losses and without any result.

The official communique issued this evening reports:

During the day there has been reciprocal artillery activity, which was very violent between the Miette and the Aisne, in the region of Rheims, on the heights of Champagne and at Ville-sur-Tourde.

Three successive attacks in Les Hurlus sector broke down under our fire or were thrown back by counter-attacks.

Raiding attempts east of Suipee were completely defeated.

Our artillery caught and dispersed some columns of German troops which were advancing south of the mouth of the Oise.

On the right of the Meuse and at some points in Woevre the enemy intensely bombarded our first lines.

Mr. Henry Wood, the correspondent of the United States, with the French Armies, wires:

The French front has been perfected and developed into the greatest offensive organisation in the history of the world. During the four months that have elapsed since the first announcement of the German intention to attack on the Western front the French have pushed on to the greatest possible degree every detail of defensive organisation and plans which it is possible for modern military science and experience to dictate.

In the past three months successive defence line organisations have been constructed along the entire French front. Should the enemy eventually launch his offensive he will find lines of unprecedented strength and the result to him will be unquestionably the greatest shock he has sustained on the western front since August, 1914, in his Paris 'drive.' Then the French were without organisation but today they are fully prepared.

British Army Confident, Bonar Law Tells House

(Reuter's Agency War Service)

London, March 21.—In the House of Commons this evening Mr. A. Bonar Law, announced that the German attack extended over fifty miles from the Scarpe to the Oise. It was the largest scale offensive of the war.

The information received up to the time he was speaking showed that on part of the front our outpost troops, where the line was very lightly held, have withdrawn to the battle-zone, according to pre-arranged instructions. His information indicated that nothing beyond this had occurred. There was nothing in the nature of a surprise and what had occurred need not cause any alarm. The attack had been launched in the very part of our line it was expected and, moreover, Headquarters three days ago advised that the German attack would be launched in the immediate future.

"I am justified in saying that as the attack has not surprised us, as those responsible for our forces have foreseen and throughout believed if such an attack came, we are well able to meet it. Anything that happened gives us no cause whatever for additional anxiety."

Keep German Colonies, Plea From Australia

(Reuter's Agency War Service)

Melbourne, March 22.—The Australian Associated Chambers of Commerce are unanimously urging Great Britain to retain the German colonies in the Pacific.

Lord Forrest has resigned the post of Treasurer owing to ill-health and has been succeeded by Mr. Watt, the Minister of Railways.

WITH OUR ADVERTISERS

There is evidence of both plenty and variety in foods, clothes and luxuries on the Shanghai market in the attractive advertisements in today's CHINA PRESS.

Food for every table is seen in many of today's displays. Among them are the advertisements of Getz Brothers and Company, setting forth the merits of "Getzbest Purefood Products," Nestle's Milk Foods, advertised by the Nestle's Food Depot, and sweets galore by Sullivan.

Household necessities and disinfectants are advertised by the American Trading Company, and Getz Brothers who also tell of new lines of shoes for the householder and his family. Pond's vanishing and cold creams are featured in an announcement by Dodge and Seymour, while Arts and Crafts tell of new stocks of laces for curtains and home adornment. To protect the home, Mustard & Company and Arkell & Douglas advertise well known brands of locks. Arkell & Douglas also advertise innumerable lines that are necessities in every day life.

The timeliness of proper investment, and the desirability of home ownership are emphasised in an advertisement by the China Realty Company.

While a world is employed in fighting a war, China still is untouched and picturesque, and as a result the kodaks of A. S. Watson & Company, are in demand, while to cheer us up we are offered the Columbia Grafonolas and records advertised by the Robinson Piano Company.

MR. CARL CROW IS BACK

Mr. Carl Crow, formerly of the editorial staff of THE CHINA PRESS, and author of books dealing with the Philippines and Japan, returned to Shanghai yesterday after an absence of several years. Mr. Crow is accompanied by Mrs. Crow and their baby, now fifteen months old. They are stopping at the Astor House. Mr. Crow reports that the war activities in the United States pass all description, but that about three-fourths of the news is not being allowed to get into type. He plans to spend some time in Shanghai and China, preparing a new edition of his Year Book and representing several American magazines.

FLOOD RELIEF COLLECTIONS

The collections at Union Church today, at both morning and evening services, will be turned over to aid the fund for Flood Relief. The contributions at the morning and afternoon sessions of the Sunday School will be devoted to the same purpose.

Wieland's Wherever you are

On the golf links or wherever the athletically inclined gather, Wieland's is thoroughly at home. No beverage will take the place of

WIELAND'S BEER

at home, afield or afloat. Somehow it just "hits the spot". And there's a very good reason—several of them, in fact. Order a case and you'll find out.

Brewery's Own Bottling—That's Important

JOHN WIELAND BREWERY, SAN FRANCISCO

GANDE, PRICE & CO.

Sole Agents

MAN and his problems

"The Thinker" expresses the crestfallen lot of the man who has never given serious thought to the future during the heyday of his earning capacity.

Better to give serious thought to the future now and make reasonable provision against the less prosperous days which may fall to your lot than to trust merely to luck.

Save money by all means, not with the idea of hoarding it for its own sake but for the advantages and benefits its possession unquestionably insures to you and your family.

The Thinker

By Auguste Rodin

The Famous French Sculptor

Deeply depressed, hungry and overcome by his troubles, Rodin's model, so the story goes, sat dejectedly in a corner of the studio, unconscious that the desperate picture he made was caught by the keen eye of the master—to be immortalised in the above now celebrated work of sculpture known as "The Thinker."

A savings account here pays 4% interest. Money makes money. The more you save the more you make without any further effort on your part. Start with a dollar, two dollars, five dollars—but start. Scores of people in your circumstances have a savings account with this bank.

Let us help You

The American-Oriental Banking Corporation

15, NANKING ROAD, SHANGHAI.

THE LAST THREE DAYS

THE LATEST PARISIAN MODELS OF FINE JEWELLERY AND THE FAMOUS TECLA PEARL NECKLACES WILL BE EXHIBITED FOR THE LAST THREE DAYS IN THE ASTOR HOUSE HOTEL, SUITE A.

RINGS FROM	$ 10	*SAUTOIRES* FROM ...	0
PENDANTS FROM....	$100	*BROOCHES* FROM ..	$100
CUFF LINKS FROM...	$ 50	*SCARF PINS* FROM.	$ 30
TECLA PEARL NECKLACES FROM.....			

ETC.

THE LARGEST SELECTION OF DIAMOND SOLITAIRE RINGS, EARRINGS, PENDANTS, ETC. GENUINE ORIENTAL PEARL NECKLACES, DIAMOND NECKLACES

PLATINUM WATCHES

ALL OUR JEWELLERY IS MOUNTED IN PLATINUM WITH THE FINEST BRAZILIAN DIAMONDS

MORNINGS 10 TO 1
AFTERNOONS 2.30 TO 5.30.
AND BY SPECIAL APPOINTMENT

INSPECTION ALSO OF DEALERS INVITED

TECLA

THEODORE BALL

ASTOR HOUSE HOTEL
SUITE A.

PARIS
RUE DE LA PAIX

G. W. W. SPECIALTIES

Thor — The Greatest Motorcycle Manufactured

Made by the oldest motorcycle manufacturers in the world

QUALITY—ECONOMY—RELIABILITY—POWER—SPEED—SIMPLICITY

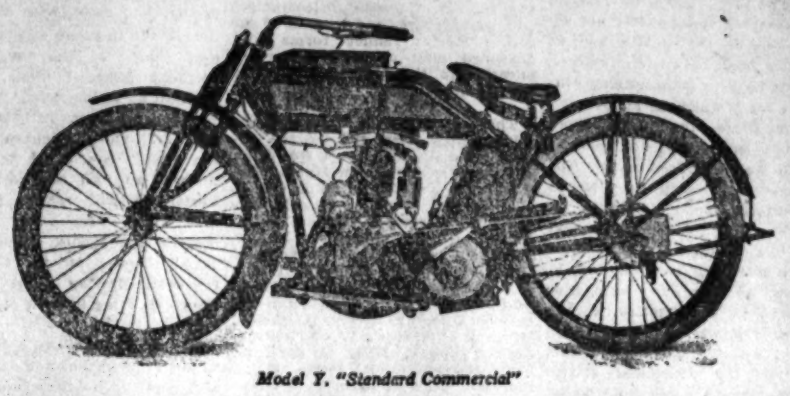
This is what you will find in the THOR Motorcycle

The famous THOR MOTOR is known throughout the entire world for efficiency and quality

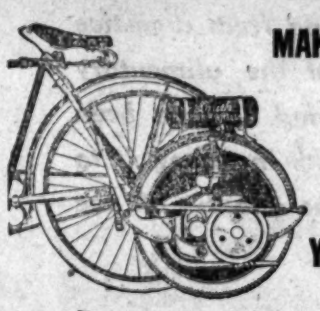
A demonstration will convince you of the merits of the THOR.

Full Particulars on Application **Price Tls. 295.00**

THE QUALITY MOTORCYCLE



Model Y. "Standard Commercial"



MAKE A MOTOR-CYCLE OF YOUR BICYCLE

Smith Motor Wheel
DETACHABLE

DOES IT!

COMES COMPLETE, READY TO ATTACH TO ANY BICYCLE

IT IS A POWERFUL MOTOR MOUNTED ON A LIGHT STEEL WHEEL

Smith Motor Wheel DETACHABLE *Made Cycling A Pleasure*

"Radiolite" Two-in-One $4.95

Reliance (Snap case) $6.

Reliance (gold-filled case) $11.90

Waterbury $5.50

Waterbury "Radiolite" $7.40

For Gifts — or for you

THE Ingersoll Radiolite Two-in-One is to stand on the bureau or table: Milady will like it—$4.95. The Reliance—thin and 7 jeweled—is the kind of watch your friends check their time by: In solid nickel snap case, $6; in solid nickel dust-proof screw case, $6,75; and in a ten year gold-filled screw case, $11.90. Then the Waterbury—4 jeweled—a new Ingersoll with a good old name, $5.50; and the Waterbury "Radiolite"—a regular Waterbury with the tells-time-in-the-dark feature, $7.40.

SEE THEM AT BOYES BASSETT & CO.; KELLY & WALSH; COMMERCIAL PRESS; EDWARD EVANS & SONS; SINCERE & CO., OR YOUR DEALER.

Victor — "HIS MASTER'S VOICE"

Whoever you are, Wherever you are, stop a moment! Have you ever considered what a world of happiness

A VICTROLA can add to your life?

MUSIC is the Handmaid of Joy
THE VICTROLA IS MUSIC!

It is the music you love best—glorified by the greatest artists of the earth and brought to your own family circle.

THE VICTROLA IS AN IDEAL CHRISTMAS GIFT

Step in at Moutrie's and secure a demonstration. Have your favourite piece played and you will be convinced of

VICTROLA SUPREMACY

PRICES $33 TO $350

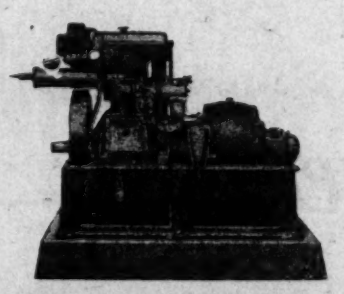
S. Moutrie's & Co., Ltd.
Retail Distributors

SHANGHAI, TIENTSIN, PEKING, HANKOW, HONGKONG

THE MATTHEW'S AUTOMATIC LIGHT AND POWER PLANT

WILL SUPPLY YOU WITH 32-VOLT CURRENT AT A LOWER COST THAN ANY OTHER PLANT OF LIKE SIZE

Solves the problem of efficient light at the lowest cost for Home, Office, Warehouse or Factory. The enclosed storage batteries being specially adaptable for House Boats. No glass to break.



SIMPLE IN ITS OPERATION. LOW IN COST OF UPKEEP

Push a button and have a flood of light. The Automatic Machine does the rest

SECURE A DEMONSTRATION

Leading Importers of

METALS Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.

INDUSTRIAL CHEMICALS Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.

Gaston, Williams & Wigmore

FAR EASTERN DIVISION, INC.

IMPORTERS — ENGINEERS — EXPORTERS

4 The Bund 'Phone, Central 608 Shanghai.

Railway & Steamship Supplies
Electrical Equipment & Power Plants
Textile Machinery
Building Materials
Woodworking Machinery
Chemical Plants Sundry Lines

LICHNOWSKY DENOUNCED FOR DEFENDING BRITAIN

Memorandum Is Valueless From Historical View, Is Vice-Chancellor's Apology

(Reuter's Agency War Service)

Amsterdam, March 20.—Vice-Chancellor von Payer concluded his address in the Reichstag on the Lichnowsky memorandum as follows:

"Nobody will reproach Count Lichnowsky on account of his belief in himself. He is free to make notes about events and his attitude towards them but he should have considered it a duty that his views should not become known to the public and, no matter how small his circle of readers, it was his duty to state nothing contradicting facts which he knew.

"As things are, the Memorandum will cause enough harm amongst malevolent and superficial people. The Memorandum is absolutely valueless from a historical point of view."

Vice-Chancellor von Payer next referred to a duplicate copy of a letter from Dr. Muehlon, who is now in Switzerland and who was a member of Krupp's board of directors at the outbreak of the war.

He said that Dr. Muehlon's letter referred to the utterances of two gentlemen in high places from which Dr. Muehlon concluded that the German Government in July, 1914, lacked the desire for peace. Both these gentlemen had stated in writing that Dr. Muehlon suffered from nerves and he, Vice-Chancellor von Payer, also considered that Dr. Muehlon's statements were those of a diseased mind.

After a brief discussion Vice-Chancellor von Payer said that the Imperial Department of Justice considered the question of taking criminal or disciplinary action against Count Lichnowsky with the result that, on various legal grounds, the prosecution of Count Lichnowsky for diplomatic high-treason would not have been successful. There was now no longer any question of disciplinary proceedings after Count Lichnowsky's retirement. The Foreign Office had prohibited him to publish articles in the press.

Here von Stumm, Under Secretary of Foreign Affairs, said that the Kaiser, in agreement with the Imperial Chancellor, appointed Count Lichnowsky German Ambassador in London. Count Lichnowsky was zealous in his duties while in London, though his strong optimism with reference to the relations between Germany and England did not agree with the views of the German Foreign Office. When Count Lichnowsky's hopes of an understanding between Germany and England were destroyed by the war, Count Lichnowsky returned to Germany greatly excited and even then did not restrain his criticism of German policy. This excitement was increased owing to the attacks the German press made against him and this must be taken into consideration in judging his Memorandum.

In reply to criticisms of the meagerness of the German White Book Herr von Stumm said that it had to be compiled quickly so as to present to the Reichstag a clear picture of the question of guilt of the outbreak of war. He agreed that the Blue Books of other States were more voluminous but the German White Book contained no falsification. He concluded with an announcement that a new edition of the German White Book is being prepared.

Amsterdam, March 21.—The German newspaper Vorwaerts says that Count Lichnowsky's brilliant testimony with regard to English policy may help to teach Germans again to think more calmly and with a more open mind about England.

Music Department Has Pleasing Program

Readings And Music Heard At Meeting To Elect New Officers

The Music Department of the American Woman's Club held a business meeting and heard an enjoyable program at the home of Mrs. Rawlinson, 178 North Szechuen Road, Friday afternoon.

Miss Tsu, of the McTyeire School, recited "Sister and I;" Miss Ling, of Eliza Yates Memorial School, gave two piano selections—"The Messenger," Franz and Liszt arrangement, and Chopin's Fantasie Impromptu, Op. 66; Mrs. Geldart gave a reading of "Hiawatha's Wooing," and the Messrs. Heen rendered several Hawaiian numbers.

Officers of the Department were elected for the coming year and plans of study were discussed.

BRITISH AIRCRAFT'S WORK

(Reuter's Agency War Service)

London, March 21.—The Press Bureau issues the following communique:

Excluding raids on Germany, the British and Australian airmen on the West front in February dropped 5,290 bombs in the daytime and 3,552 at nighttime, while the enemy dopped twenty-eight bombs during the daytime in the areas occupied by the British and 1,768 during the nighttime.

News Brevities

To enable them to close up their retail business early in the season, Hill and Co. announce the opening of Hill's Summer Bazaar on Tuesday, April 2, for 12 days only.

* * *

A program of classical dancing, combined with a musical concert, is announced to take place in the ball room of the Astor House at 9 p.m. next Thursday. Miss S. A. Potapovich, prima ballerina of the Warsaw Government Theater, and Ballarina Miss R. A. Tushynska are to dance and Mr. Harry Ore, Russian pianist will play, assisted by the Astor orchestra. Admission is $3.

* * *

The Tientsin-Pukow Railway Administration has invited tenders for the supply of pieces of locomotive and carriage tires and lengths of flat spring steel. Tender forms and drawings may be obtained on application to the Managing Director for the sum of $5.

* * *

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Dr. and Mrs. Wykeham Myers, Mrs. Mackinnon and Miss Crabbe (H. B. M. Consular Agency, Pagoda Anchorage), Mesdames Varalda, Frank Jones, D. S. Baroley, Messrs. Mactavish and Co., The Shanghai Hotels, Ltd, The Shanghai Public Library, The China Coast Officers' Guild, The Asiatic Petroleum Co. (per K. Bergdon), Messrs. B. Russell, St. P. R. Clark, C. W. Wrightson, Andrew Spiers, N. E. B. Ezra, W. Lent, Harrop, C. R. Slowe, G. R. Eldridge, C. W. Porter, F. C. Banham, F. L. Marshall, W. Standing, W. E. Smith, H. D. Rodger, T. W. Shearstone, Chas. A. Howard, P. H. Nye, E. A. W. Hunt, C. H. Taylor, "Anona," "E. G." and the British Postal Agent, Chefoo. The Shanghai Public Library was good enough to forward the whole of its magazines and periodicals for 1917.

* * *

Mr. W. Howells, the well-known local footballer, of the S. M. P., has received word from home that his brother, 2nd Lieut. R. Howells, South Wales Borderers, attached to the Royal Flying Corps has been awarded the V. C., for meritorious services rendered in connection with an aerial attack on Dixmude.

* * *

Notice was received here yesterday, announcing the arrival in two weeks of Harmston's Circus, which has just completed a successful tour of the French Colonies. The circus which comprises an unusual aggregation of performers, horses, ponies, and a full menagerie, opens in Foochow tomorrow. After a short stay in the southern city, the company will proceed to Shanghai. The shows will be given in Chang Su Ho Gardens.

THREE MILLION TONS NET LOSS OF ALLIES

Admiralty Statement Silent As To Shipyards—Newspapers Urge Pirrie As Dictator

(Reuter's Agency War Service)

London, March 21.—The Press Bureau issues the following communique:

A statement issued by the Admiralty summarises the shipping position at the end of last year as follows:

Losses: British 7,798,000 tons; Foreign 4,750,000 tons.

Gains: New construction: British 3,031,000 tons; Foreign 3,500,000 tons.

Enemy tonnage captured: British 780,000 tons; Foreign 1,800,000 tons.

Total gains: British 3,800,000 tons; Foreign 5,383,000 tons.

The net loss to the Allies, therefore, is 3,365,000 tons.

The Times remarks that the statement made yesterday by Sir Eric Geddes, the First Lord of the Admiralty, had a mixed reception in the House of Commons and will make a mixed impression outside. The summary of the tale of British losses of shipping was not reassuring. "The greatest hiatus in the statement is Sir Eric Geddes' silence on conditions in the shipyards."

The Daily News says that public anxiety will not be alleviated by the figures given by Sir Eric Geddes, which did little to enlighten the position. If the situation is to be redeemed the thousand men from the army who the shipbuilders demanded in October must return to the shipyards.

The Daily Express comments that the story told by Sir Erc Geddes was not pleasant and was not improved by the plain demonstration that shipbuilding lacked a strong guiding and expert hand. Lord Pirrie should be made autocrat of the shipyards.

The Daily Mail says that the facts are serious enough but, if faced in the right spirit, need not cause dismay. "We have been more successful with destroyers and submarines but we lost ground badly in replacing lost ships. Lord Pirrie's appointment is a welcome change."

The Daily Telegraph remarks that the statistics are not calculated to dissipate the anxiety of the nation. 'The position is worse even than we feared, since the depredations on our shipping last year equalled a net reduction of 40 per cent of our tonnage.

The Daily Chronicle says that the total tonnage of 33 millions is misleading. "Making a large deduction for Allied shipping diverted to military and naval purposes and for neutral shipping which is not available, the real net tonnage available is probably less than half 33 millions."

REPEAT MINSTREL SONGS FOR FLOOD RELIEF FUND

Washington's Birthday Stunts And Others As Well Planned For Benefit Wednesday

A benefit entertainment, the entire gross receipts to go to the Tientsin Flood Relief Fund, is to be given under the auspices of the local Y.M.C.A. next Wednesday evening, at 8.30 o'clock in the Olympic Theater.

The American Co. S. V. C. has promised to assist with a repetition of all the musical numbers in the first half of the Washington's Birthday Minstrel Show, including Wimsatt's "Dallas Blues," Glemby's "It takes a Long, Tall, Brown-skin Gal....." and Blanchard's "Southern Gals," the great finale "Over There," and all the rest of them. Porterfield will repeat his "buck and wing" dance and Silas his famous monologue "The Cocktail Tree." There is to be a full rehearsal Monday night so as to insure all being in trim for Wednesday.

Han Ching-wen and his renowned troupe of magicians and acrobats are also going to be there and will put on some of their very best stunts. Mr. Han is giving his services free. Other features will be announced later. It is understood that all the expenses of this entertainment are being met by receipts from advertising and that programs will be distributed free to patrons.

Tickets are $3.00 for the dress circle, $2.00 for the stalls, $1.00 for the pit, and $40.00 for boxes, and may be secured either at Messrs. Moutrie and Co. or at the Y.M.C.A., 120 Szechuen Road.

ALLIES WILL TAKE UP WAR INVALIDS QUESTION

Each Nation To Be Represented At Conference In London In May

(Reuter's Agency War Service)

Peking, March 19.—Reuter's Agency has received the following telegram, dated Rome, March 18, from an authoritative Italian source:

An inter-Allied conference will take place in London on May 20 in order to study questions concerning war invalids.

An Italo-Czech committee has been organised with the object of arriving at a friendly understanding between Italians and Czech-Slovenes.

At a great meeting held at Milan with the object of creating a section of the committee for Czecho-Slovak independence many important addresses were read and several readers gave reasons why Italy should accept the offer the Czechs and Slovaks to fight in the Italian army in the same way as the offer has been accepted in France, England and the United States. The creation of a national legion of Czecho-Slovak volunteers under Italian command was proposed. A Committee for Czecho-Slovak independence was formed also in Naples.

According to unanimous declarations of Austrian deserters, who have lately passed over to the Italian lines, the prisoners liberated by the Russians are to a large extent influenced by Maximalist propaganda and represent a grave social problem. The Austrian Minister for National Defence has declared in Parliament that it is necessary to impose on prisoners returning to Austria a moral as well as a sanitary quarantine, because they are liable to disseminate Leninist ideas.

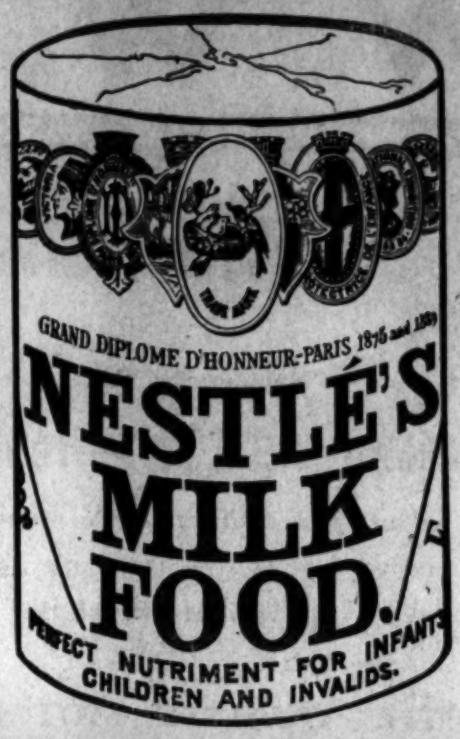
A German aviator captured on the Piave front gave expression to the following cynical views:

"We do not know," he said, "and do not desire to know, when we bombard a city, where the enemy command or great stores are, because it is actually the cities we want to destroy and the civil population to strike. This is the only way to crush the enemy resistance. When we bomb Padua, Paris or London, we do not seek military objectives, which to our minds are of secondary importance. We are sorry that Rome and Milan are too distant for us to reach from our bases, otherwise we would show what we could do there also. They call us barbarians, but they make us laugh. Do the same if you can! What fault is it of ours if among the victims there is the usual woman and the usual baby? Let them seek better shelter; otherwise so much the worse for themselves!"

A great impulse has been given to agricultural and industrial organisation and to the civil mobilisation of labor. In order to release from factories, agriculture and from state employment men capable of bearing arms, the civil population has been invited voluntarily to offer their services. The population has responded with great fervor.

49 Gold Medals.

42 Diplomas of Honour.



A Nourishing Food for Weak Digestion

Doctor's Opinion :—

"In all cases both young and old suffering from digestive derangement and irritation and weakness of the alimentary canal, I have found it of the greatest use; and I have been more than satisfied with the excellent results in giving it to delicate children and to mothers where the quality of the breast milk was poor."

Sold by the best Druggists & Stores

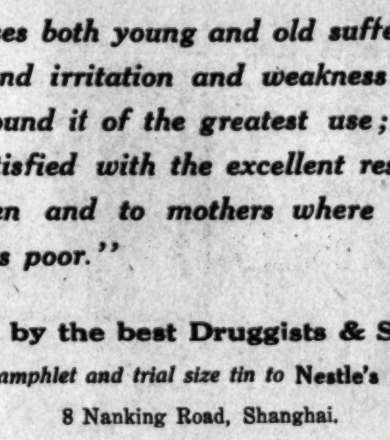
Write for pamphlet and trial size tin to **Nestle's Food Depot,**

8 Nanking Road, Shanghai.

The General Electric Co., Schenectady, New York

This Trade Mark Is

The Guarantee of Excellence on Goods Electrical

Trade  Mark

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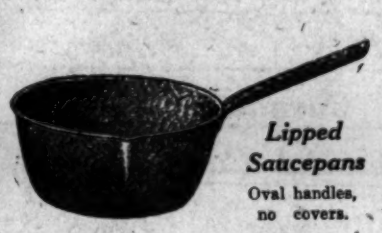
CLEAN STOCKS SPRING CLEANING TIME—LET US FIT UP YOUR KITCHEN AND HOUSE LARGE STOCKS

Enamel Ware, Pearl Grey Inside and out.

Deep Saucepans
Burnished Tin covers.
Size 2 pints.
Price **80** cts. each
Size 3 pints.
Price **90** cts. each

Wall Soap Dish
With drainer.
Price **45** cents each

COLANDERS
Side handles,
Size 9½ ins. Price **$1.00** each
,, 10½ ,, ,, **1.25** ,,



Lipped Saucepans
Oval handles, no covers.

Size ½ pint	- -	Price	45 cents
,, 1 ,,	- -	,,	55 ,,
,, 2 pints	- -	,,	60 ,,
,, 4 ,,	- -	,,	75 ,,
,, 5 ,,	- -	,,	80 ,,
,, 6 ,,	- -	,,	90 ,,

Percolators, Make perfect coffee. White enamelled ware.
Size 2 pints. $3.75 each
Size 3 pints. $4.50 each

DOUBLE BOILERS
Burnished tin covers.

Size 2 pints	-	Price	$1.75 each
,, 3 ,,	-	,,	2.00 ,,
,, 4 ,,	-	,,	2.25 ,,
,, 5 ,,	-	,,	2.75 ,,
,, 6 ,,	-	,,	3.00 ,,

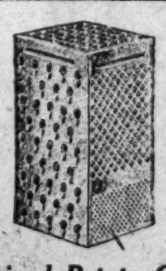
Bake Pans
Side handles.

Size 13 by 9 ins.	-	Price	$1.25
,, 14 ,, 9½ ,,	-	,,	1.55
,, 16 ,, 11½ ,,	-	,,	1.75

Tea Kettles
Flat bottoms, enamelled covers.

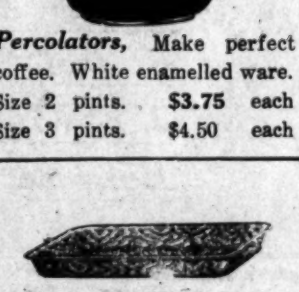
Size 6 pint	-	Price	$2.00 each
,, 8 ,,	-	,,	2.50 ,,
,, 10 ,,	-	,,	2.75 ,,

Deep Bowls
Size 10 ins. Price **$0.85** each
,, 12 ,, ,, **1.00** ,,



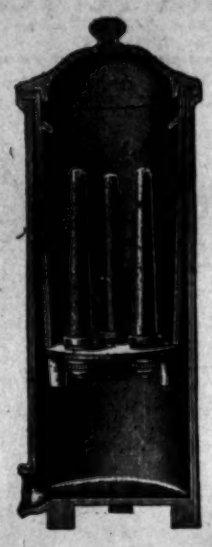
Combined Potato Chipper
Bread grater, etc., etc.
Price **65 cts.** each

Sponge and Soap Holder
Japanned art colours. Specially adapted to hang on the rim of a bath, with adjustable hooks covered with India rubber.
Price **$3.00**



Sets of Graters
Strong tin. Will grate suet, vegetables, bread, etc.
Price **50 cts.** each

Doulton Germproof Filters



Recognised by all the Medical Profession as the most efficent Filters obtainable.

These Filters are fitted with sterilizing tubes of one quality. No metal parts, tubes are fixed to filter by an earthenware screw joint.

STONEWARE FILTER

1 gallon	- Price	$12.50 each
2 gallons	- ,,	18.50 ,,
3 ,,	- ,,	24.50 ,,

GLASS TABLE FILTER
4½ pint - - Price $12.50 each

Flour Sifter
Strong quality tin, very useful in the kitchen.
Price **75** cts.
EACH

Non-Burning Cake Tin
Very strong. Cake cannot burn.
6, 7 ins.
55, 60 cts.

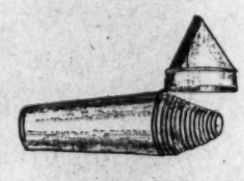
Saucepans
Enamelled White inside, Dark Blue outside; no covers.

Size 5	inches	.....	$0.90 each
,, 5½	,,	.....	1.00 ,,
,, 6½	,,	.....	1.25 ,,
,, 7	,,	.....	1.50 ,,
,, 8	,,	.....	1.75 ,,

Cake Tins
"Gourmet" patent Loose bottom, spring sides, strong tin.

6 inches	-	Price	$0.85
7 ,,	-	,,	1.00
8 ,,	-	,,	1.25

The Famous **"BULL HEAD" Can Opener**
Bronzed iron head, steel cutter. Strong and reliable.
45 cts.



Vegetable Cutters
Planished tin, plain set, complete in strong case.
Price **$1.50** Complete

EXTRA STRONG MEAT COVERS
Blued wire with strong cross stay wires. Indispensable in the house.

Size 12	inches	.....	Price	$1.00 each
,, 14	,,	.....	,,	1.15 ,,
,, 16	,,	.....	,,	1.25 ,,
,, 18	,,	.....	,,	1.50 ,,

American Enamel Ware — White

Funnels
White enamelled, round shape.
Size ½ pint.
Price **$1.00** each

Soap Dishes
White emanelled; to fix on wall.
Price 65 cts. each

CUPS AND SAUCERS
White enamelled.
Size 3½ inch.
Price **80** cts. each
Size 5 inch.
Price **90** cts. each

Pudding Pans

Size 6½ ins.	60 cts.	
,, 7 ,,	70 ,,	
,, 8 ,,	75 ,,	
,, 8½ ,,	85 ,,	

Stove Kettles
Extra heavy quality White enamelled inside, Brown outside.
2 pint size.
Price **$2.25** each

Handled Mugs
White enamelled.

Size ½ pt.	55 cts.	
,, 1 ,,	65 ,,	

Jelly Mould
Planished tin with pipe centre.

	Price
Size 4 ins.	70 cts.
,, 4¼ ,,	85 ,,
,, 4½ ,,	90 ,,
,, 5 ,,	$1.25

BAKING PANS
Fixed side handles. White enamelled inside, Brown outside.

Size 15½ ins.	$1.35 each	
,, 16½ ,,	1.75 ,,	

Oval Baths
White enamelled, rolled rim, without side handles
Size 24.20 ins. 7.50 each

WATER JUGS
White enamelled

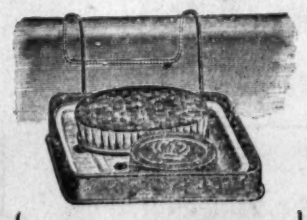
Size	4	6	8 pts.
Price	$1.75	2.50	2.75 each

Strong Tin Pastry Cutters
Plain or fluted.
2, 2½ and 3 ins.
20, 25 & 30 cts.

Bath Room Tidies
Japanned in art colours, fitted with enamel soap dishes.

No. 9.	10	by 4½	inches.	$1.75
,, 17.	12½	,, 8½	,,	3.75
,, 1.	13	,, 12	,,	5.25

Without brushes, etc.



Soap Holder
Japanned in art colours. To hang on side of Bath. Fitted with enamelled soap dish. **$1.00**

Soap Dishes
White enamelled, with cover and drainer.
Price $1.50 each

Pie Plates
Enamelled White inside, Brown outside.
Size 9 inches. 60 cts. each
,, 10 ,, 65 ,, ,,

DINNER PLATES
White enamelled.

Size 9 ins.	75 cts.	
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TOILET PAILS
White enamelled, with cover.
Price **$5.75** each
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Dia. 11½ inches. **$3.50** each
,, 12 ,, **4.00** ,,

Tin Kettles
Extra strong quality.
2 4 and 6 pints
$0.65, 0.85 and 1.50 each
Extra strong quality double tin with steel bottom.
Size 3 and 4 pints
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Size 8½ 12 15 inches
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WASH BASINS
White enamelled.
Size 10½ 12 13½ 14½ ins.
Price $1.00 1.25 1.50 1.75 each

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Size 9½ ins. $0.90 each

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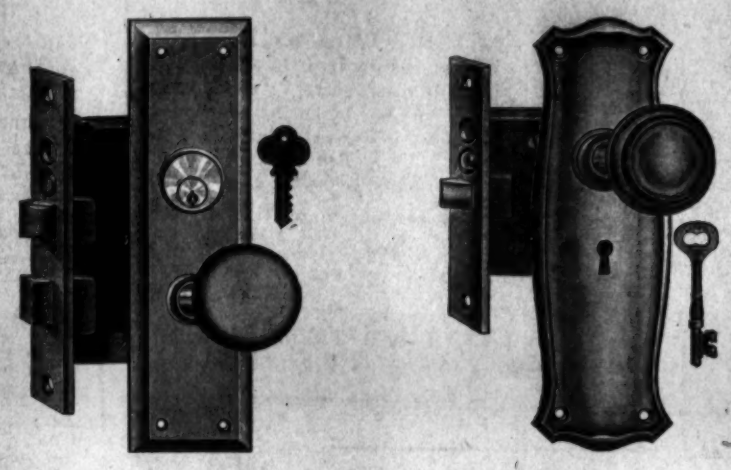

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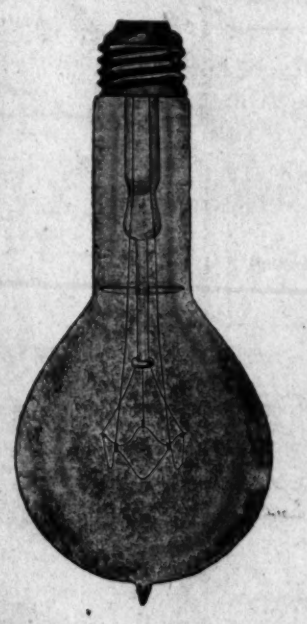

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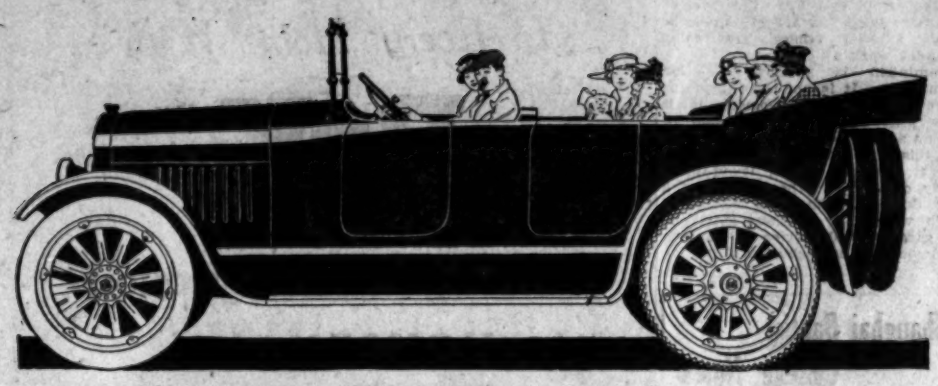

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1918

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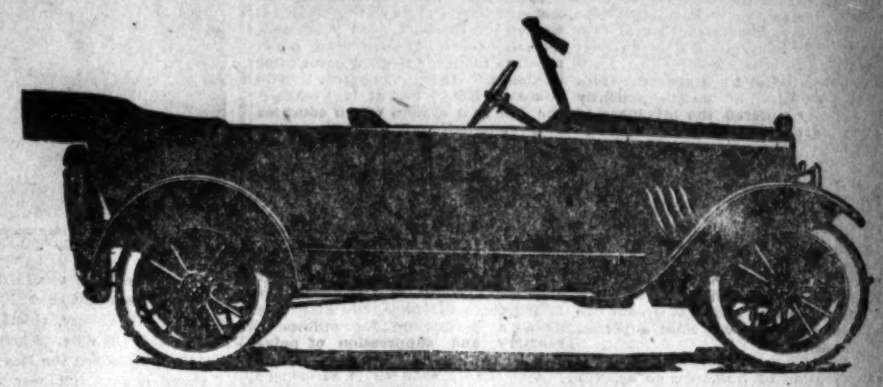

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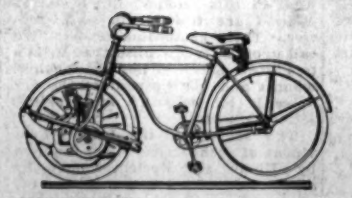

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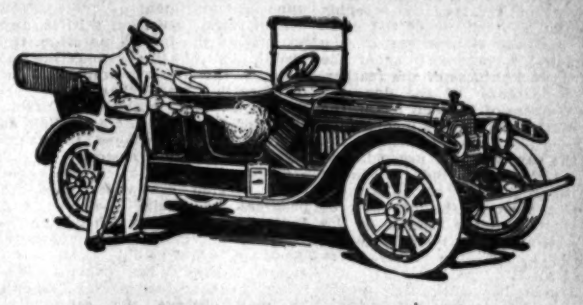

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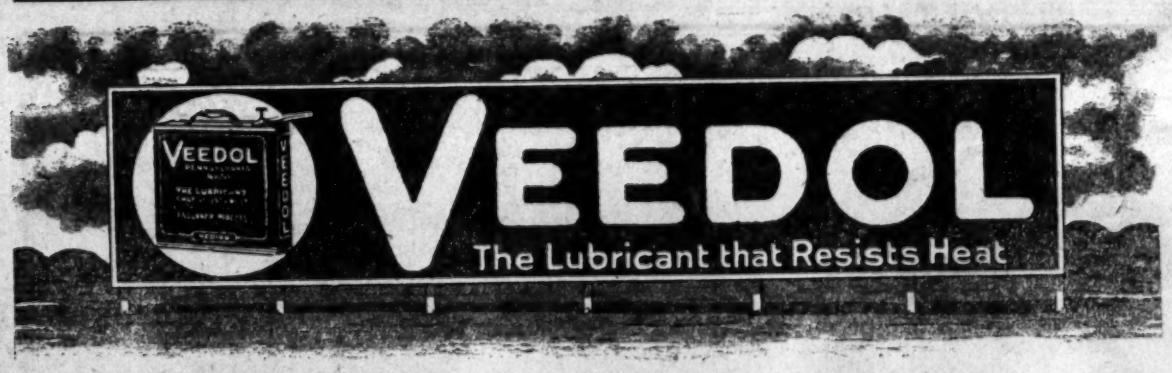

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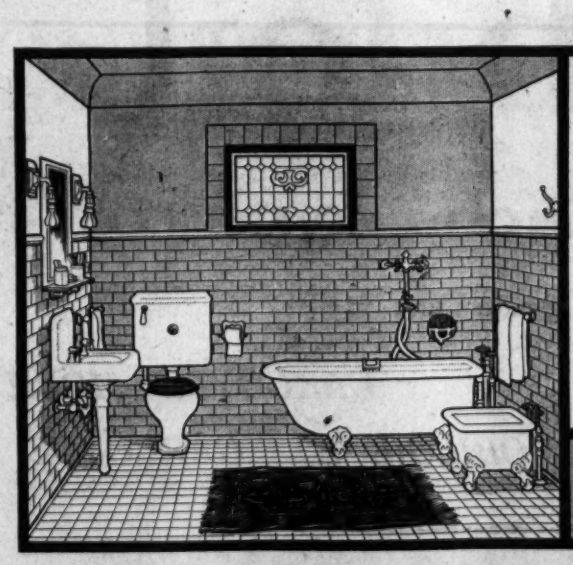

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Emancipation Of India's Women

By Mrs. J. A. Ely

(The following paper was read before the American Woman's Club at last Tuesday's Meeting)

The ancient seers of India knew that perfect equality between man and woman was an essential for harmony in human society. "Man and woman are truly like the wheels of a two-wheeled carriage. The two must be equal so that the carriage may run smoothly. Inequality is sure to land the carriage in the gutter."

Thus, the Sacred Books of the Hindus—avow the equality of man and woman—but—something has most surely happened to said carriage—for today—and for the past 2,000 years—the women of India have suffered and are suffering from the partiality of usage—patiently have they suffered the injustices of early marriages and enforced widowhood.

Many speak, and one can often read, about the veil of mystic romance behind which the women of India dwell. Princesses of the Orient—I know—seemed to me in commercialised New York to be in a perpetually glorious dream life, but a personal visit to India five years ago so tore that veil that not a shred remains and that dream life has been to me ever since a perfect nightmare!

One can read Hindu theories of the creation of woman such as, "In the beginning, when the Divine Architect had made all things, and had come to what was to be his master piece—he found to his annoyance that he had run out of materials. Then he fell into a profound meditation—the result of which was the following formula: he took the roundness of the moon, the undulating curves of the serpent, the graceful twist of the creeping plant, the light shiver of the grass blade, and the slenderness of the willow, the velvety softness of the flowers, the lightness of the feather, the gentle gaze of the doe, the frolicsomeness of the sun beam, the tears of the clouds, the inconstancy of the wind, the timidity of the hare, the vanity of the peacock, the hardness of the diamond, the cruelty of the tiger, the heat of the fire, the chill of the snow, the cackling of the parrot, and the cooing of the dove." He mixed them in equal proportions and the result was woman!

It sounds beautiful and poetic, doesn't it? but do you notice there is one thing the poet (I am sure he was a man) is careful not to mention as being part of the formula and that is brains: the capacity to think a thing through—decide and do it. It would, doubtless, give that poet a jolt could he see the magnificent revolution being carried on today by the wide-awake women of India. They demand a larger, fuller life, greater social intercourse, a more useful and therefore more interesting life.

In cities all over India women are organising societies, and new spiritual and social energies, especially since 1914, are flooding the country. Much of that energy is contributed by the women. They are proving to astonished India that woman is not essentially inferior to man in spite of the repeated assurance of the later classics to the contrary. The progressive women of India are at last throwing aside the shackles welded for the past 2,000 years and, instead of being the greatest hindrance to their country's progress, are becoming the vanguard. The educated Hindu has at last realised the flaw in a system which educates only one-half of the community. Hindu and Mohammedan alike are awake to the fact that the progress of India is commensurate with the progress their women make in education and liberalism and that a weak womanhood makes a weak India.

In the two fields of Social Reform, caste and family, there stand out four great issues: raising of the age of marriage for girls, education for girls, a permission for widows to remarry and suppression of polygamy.

All the great Hindu reformers have declared with emphasis that India's regeneration demands the first three reforms, education of girls, raising of marriage age, and freedom for widows. As Kipling has said: "The matter with this country is not in the least political, but an all round entanglement of physical, social and moral evils and corruptions, all more or less due to the unnatural treatment of women. You cannot gather figs from thistles, and so long as the infant marriage, the prohibition of the remarriage of widows, the life-long imprisonment of wives in a worse than penal confinement, and withholding from them of any kind of education as rational beings continues, the country cannot advance a step."

These four great curses based upon religion are what retard the progress of Social Reform, and India, more than any other country, is swayed by its religious beliefs. However, slowly but surely the educated Hindu has come to disbelieve in these doctrines and though he may observe the ceremonies the beliefs which created them are gone.

Today no educated man defends infanticide, nor suttee, nor is he so sure polygamy is best for state or self. The Zenana is not praised as formerly and only a minority of educated men defend the practice of child marriage or stand out against the remarriage of widows.

The forces of the new times have created an atmosphere in India in which these old beliefs cannot live. Reformer and orthodox mass stand face to face and the reforms called for mean the giving up of the old caste system and the belief in woman's inferiority. It is encouraging to know of the excellent work on Government educational committees being done by an Indian theistic sect (Brahma Somaj) and whose members in their own houses often keep schools for high and low caste girls, the students' ages ranging from six years to fifty.

Anther society called "All India Woman's Union" whose dominating force is the sister and niece of the poet Tagore, has for its objective the sending of teachers into the zenanas to teach the married women. Delegates to this union from all parts of India meet together each December to discuss ways and means to better the condition of their fellow country women. Public lectures on important subjects are delivered and carriages are sent, on application, for the women who wish to attend these lectures. Art, literature, popular science, hygiene and kindred subjects are discussed by experts, and it is through this Union that thousands of girls' schools are being opened throughout the country.

The economic dependence of Hindu widows on their relations has been and is most difficult to counteract and the progressive women of Calcutta have established an industrial institution where widows may be taught to become self-supporting. Some of these women's societies have sprung up through conjunction with European and American ladies but there are others that are entirely Indian effort.

The Parsee women of Bombay are the least conservative—and as they move out over India they take their progressive ideas along with them.

In Bombay, a purely Hindu society has a very ambitious educational program. The Sisters Ministrant of the same city has a united committee of Hindu, Mohammedan and Parsi ladies which aims at philanthropic and educational work. They are accomplishing in Bombay work something like that of our Neighborhood Houses in America and in this "home" hundreds of widows are trained for social service. Their prospectus reads: "We call upon all who realise that India's two great sins are her sin against women and her sin against the depressed, to help us in creating Sisters Ministrant."

The society in the United Provinces of Bengal has been founded by Hindu and Moslem women, its aim "to form a common center for all women thinkers and co-workers of every race, creed, class and party in India, for the progress of humanity." It is pretty broad but their ideal is splendid. The Queen Mary College for girls at Lahore was started by a group of ladies at the Parda party held in honor of the then Princess of Wales, in 1905. Funds from the native states of the Punjab made it possible. It is under the management of five leading Indian gentlemen, including the two highest officials in the province. Its curriculum is one in which a definite constructive theory has been put forth for the education of Indian girls on such lines as combine excellent modern education with training suitable to their future environment.

The Indian woman need lose none of those qualities which made her loved in Vedic times. She is capable to choose only what is good from the West. She is insisting on an education, and an education means more than ability to read and write, it means a keener enjoyment of life and a more refined standard of living.

No account of woman's progress in India would be complete without mentioning the Isabella Thorburn College, called the "Rose Garden," where a tiny child may be entered as a rose bud for kindergarten and emerge some 16 years later a full blown B. A. The 8,000 men graduating yearly in India show their appreciation of these roses and Miss Robinson the manager is deluged with their letters, all of a matrimonial nature. The educated man no longer wants a mere toy for a wife.

One Indian woman graduate edits an excellent magazine for women, in Madras. A Parsi woman holds the position of legal advisor, for women behind the veil, to the Gov. of Bengal. Some few are principals of girls' schools, others are doing splendid work as doctors.

Feminism is a new name for Humanism. It is not the caprice of a few self-seeking women, it is rather the cry of the very soul of human society to realise its real self, and this cry is universal. When the Great Change comes, it is most surely coming, and the building of a new Society begins, the women of India with their glorious spirit of self sacrifice and service will not be deadwood in that rebuilding.

Rear Admiral Palmer Makes Good Record

REAR-ADMIRAL PALMER

A most remarkable record in Navy recruiting was established by Rear Admiral L. C. Palmer, chief of the Bureau of Navigation, when, from April, 1917, he tripled the Navy quota and placed it on a full war complement in less than a year. Admiral Palmer is a strong advocate of advertising, using attractive posters and other advertising matter during his wonderfully successful campaign.

Shanghai Baptist College Notes

Dr. John Lee of the Y. M. C. A. lecture department spoke to the College Y. M. C. A. last Sunday evening, about his twenty-two years in America as student and teacher.

• • •

Teachers and students are looking forward to and preparing for the coming of Dr. Eddy and his party on Friday, March 29. Dr. Eddy will be at the College during the morning. Other members of the party will spend the day with us.

• • •

Mr. K. S. Zee of the Y. M. C. A. will preach at the College Church March 24. The first meeting of the Christian Home Club of the College will be held Sunday evening at 7 o'clock. There will be an election of officers.

• • •

Friends will be glad to know that the road from the Point to the College has been widened and greatly improved so that the run out to the campus can be made quickly and easily by auto.

Workers Who Will Rule The World

Boston, February 1.—Dr. Charles W. Eliot, president emeritus of Harvard, constructively agrees with Charles M. Schwab, president of the Bethlehem Steel Corporation, that workers will rule the world. Dr. Eliot says: "I agree with Mr. Schwab that the workers are going to rule; but under the term 'workers' I include the bankers, teachers, inventors and managers; and I expect in the future, as in the recent past, this latter class of workers will do most of the ruling and most of the solving of the great economic questions now being considered—at least in free countries."

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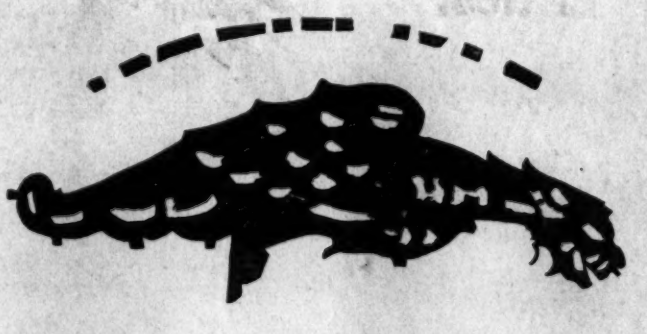

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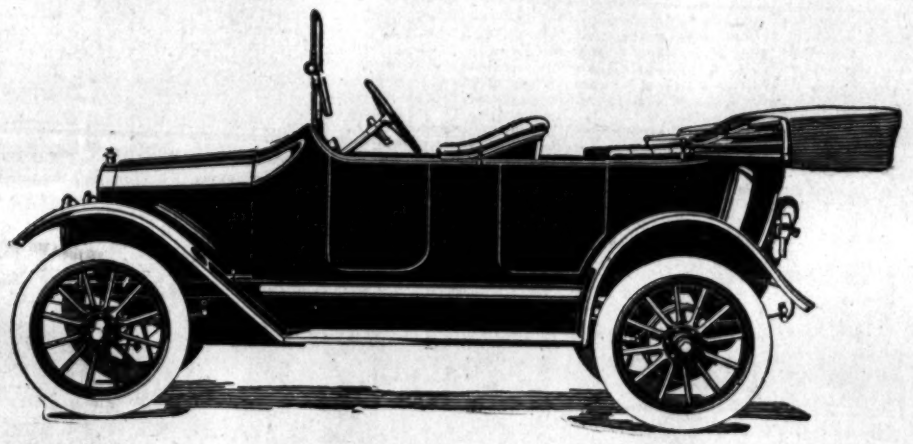

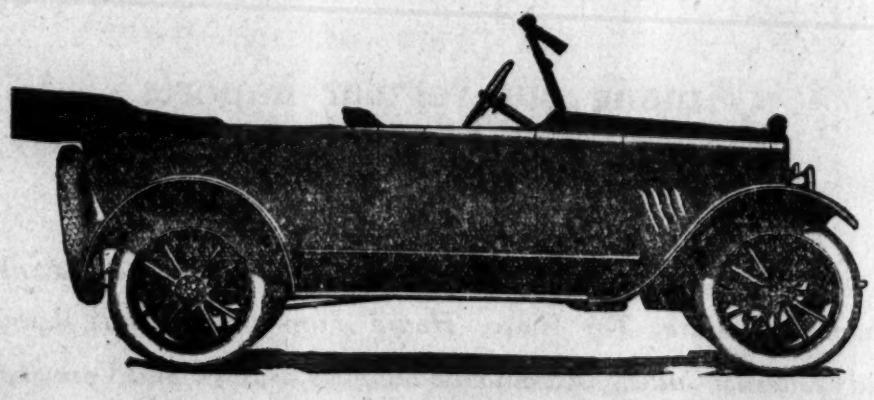

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Thrills For Visitor In Munitions Plant

Story Of A Day Spent At Factory, After Permit Was Obtained With Much Difficulty—A Glimpse At The Browning Gun

New York, February 10.—Although present orders do not cover the expense of new machinery, improvements, and the training of new labor, munitions manufacturers of America are going ahead with their work. One day spent in any of their factories is sufficient to indicate that they do not expect the war to end in 1918, or even in a much longer time. If the war should end in 1918, according to the manufacturers, contracts already made would not cover the cost of bringing the plants to their present producing capacity. But they say the Government would do the right thing in such a case.

"Our plans are such as will permit the Government to draw on us for a constantly increasing supply of munitions," was the way one of them summarised the situation last week:

To keep a steady stream of guns and ammunition pouring from factories into Government arsenals is the chief purpose of the munitions men. While they are doing this, they are devising new means to protect their properties and output from enemy agents. The protection problem—one of the most serious facing both the Government and munitions makers—is not, however, the only serious problem which they are trying to solve. For while the manufacturers are speeding up production and guarding their plants, they and their industrial experts are busy maturing industrial peace plans to the end that munitions machinery bought for hundreds of millions of dollars may some day be turned to the making of goods that belong to the peaceful arts. Schemes already worked out provide for the utilisation of approximately 90 per cent of the war machinery investment of munitions manufacturing companies in other work after the war, according to an estimate based on plans by the Colt's Patent Fire Arms Manufacturing Company.

It was in a plant of this company that the writer was enabled a few days ago to approach near to the actualities of war. Under the guidance of F. C. Nichols, Vice President, a day's visit was made to various departments in the largest Colt factory.

Not so very long ago the city in which the plant was situated was a quiet, conventional place, and the housing problem unthought of. Thousands of workers have now congested there for war work, with its consequent high wages. Except for the wealthy classes, almost every one in town takes boarders or roomers. Private houses have been turned into apartment houses. Grotesque effects have been achieved by architects, who have modernised old mansions into flats. The hotels are full. Whereas in old times those who rose early enough in the morning could see hundreds of workers, almost all of them men, there are now thousands of men and women. Even late in the day the stream of applicants for places at the works is as large as the old 7 o'clock in the morning force of peace times. The street in front of the plant at 5 o'clock at night looks like Wall Street at noon—and this in a city whose normal population was about 110,000.

Work within the plant is a mystery to most of the public. Few civilians get a peep into the works. The plant officials and the Government guard them well from the curious. The permit to visit the factory and get material for writing this article was obtained after weeks of correspondence. No such permit had been granted before. And the day proved worth while—a whole day in the largest American plant for manufacturing light arms and machine guns.

The most noticeable feature of the place, at first, was the watchfulness of the guards and detective, the hate and seriousness of the workers. The inventor of at least one machine gun was seen at work. Scores of United States army officers were on duty inspecting the output of the thousands of men and women.

It was impossible to enter even the office building without the observation of guards. Little gray guardhouses entirely surround the grounds. They are thirty feet apart, each manned by two officers. One man stays in the guardhouse, while the other patrols the thirty feet between his house and the next one. These officers are trusted employes of the company, but they are examined and passed on by the Mayor of the city before they are authorised to carry arms and to make arrests. When any one approaches the limits of the guarded zone, an officer appears and demands a pass. He also may ask questions. The pass must be produced whether the bearer be civilian, worker, official, or an army officer. No one is exempt. Not only does the guard study the pass, which bears a minute description of the holder, but he carefully observes the individual. At night it is impossible to reach even the entrance of the office building without a pass. The highest officials of the company have tried it and failed.

The writer entered the office building at 9 o'clock in the morning and met an officer in blue uniform. After a batch of Government letters had been read the next stop was the employment department. The huge room was partitioned off by iron screens. Two compartments were full of applicants—one compartment filled with men, the other with women. The men applicants completely lined the walls of their room, there were almost as many women opposite. In the center of each compartment was a policeman in uniform. Each applicant was put through a thorough individual examination and sent away with an appointment to return at a time when the officers should have had time to investigate his or her record. No one is employed immediately upon application for work. Passes are issued to the workers, Government inspectors, and plant officials. Every one who has anything at all to do with the plant must have a pass, which is renewed at intervals of less than thirty days.

Several times during the day's tour of the plant Mr. Nichols was asked for his pass. At the head and foot of every stairway, in front of elevators and doorways, and scattered elsewhere were uniformed police guards watching for any suspicious persons. When the Vice President was asked if there were any workman detectives, he did not answer directly, but agreed with a suggestion that this was one of the best methods employed abroad and in American munitions plants.

"Have you any enemy aliens employed here?" was inquired.

"Yes," Mr. Nichols replied, "but only those for whom the company can vouch and who have been working in plant for years."

"Have you any trouble with these aliens?"

"Yes, but surprisingly little. We are constantly at watch. I do not mean we are constantly suspicious. But we are very watchful, and as soon as we have detected any suspicious workmen, we have made a prompt examination and investigation and have reported to the Federal authorities. Some of our aliens have been discharged and promptly interned. As you can see, we are diligent, and we employ no one who has not a clear record."

Actual destruction is not the only measure which enemy agents wish to use against the war plants, to cripple the American war machine. They may systematically turn out bad parts of munitions or defective work. This, of course, would be done only by enemy agents employed as workmen. Against such plotters the inspectors of every department of the plant are constantly on the watch. Every piece or tool used or made in the factory, no matter how small or unimportant it seems to be, is gauged and inspected in every stage of its making. This involves thousands of workers who heretofore were not needed. Each mechanic or worker has his or her number or mark. Also each worker is assigned to a certain number of parts a day, the number being determined on his proved ability to handle such an amount. He leaves his mark on every bit of his work and, should there be defective work, as there often is, it is traced back at once to the mechanic responsible for it. Thus it is comparatively simple to detect defective work, and to find out whether a faulty part is intentionally faulty, whether the mechanic is habitually turning out bad work, or whether the defect has been due to an accident.

Adjoining the employment department was a clearical force, containing several hundred women. Mr. Nichols remarked that the company had not as many women as it would like. "Women," said he, "make better workers, and they have released thousands of men." In the factory they are employed in every department where they are physically fitted to work. Moreover, women as inspectors and gaugers have been found better than men. They work more rapidly and are more accurate, say those in charge of the plant.

In the plant proper, away from the office building a short distance, although a majority of the workers were comparatively new employes in accordance with the increased necessity, there was perfect order. The work went on rapidly, as if those workers had been there for years. In the drill-room the floor throbbed to the hum of countless machines, and the crash of heavy forges sounded from a further distant part of the establishment, which is built in Ls and angles, so that light may come evenly through all rooms. There was no rubbish on the floors save that which came from the machines in work, and the air was wholesome and clear. A huge American flag was suspended from the ceiling in the center. The workers were silent and tense. There was, in fact, a noticeable tenseness throughout the factory.

Was this so before the war? When the question was put, Mr. Nichols replied that the same system of work on a large scale, had been employed in peace times, but that new efficiency was the result of the entry of the United States into the war. The employes had been little interested when the company was placing big foreign orders. Not until after last April did the work begin to speed up from within. And it was a voluntary speeding up—the workers became enthusiastic, bought flags for their work rooms, began to show that they wanted to help the country. Everywhere, from the employment department to the drop forge room, the Stars and Stripes swings nowadays. The flags were bought by the employes themselves. They salute as they pass the banners.

The net stop was in a combined drill and factory room. Almost all of the machinery was new. There was less overhead machinery than one might have expected. This was due to recent improvements. Heaps of screws, springs, bolts, and rings were round about. Unfinished revolvers of shiny steel were brought in on large trays to mechanics, who drilled holes into which the screws were to be fitted. Here, too, were the stationary drills on which gun barrels turned, two at a time; also the machine which makes the spiral cavity in the barrel that causes the bullet to spin. This department, the foreman said, turned out about 800 machine gun barrels a day.

In the inspecting or gauging room, near by, were eight women to every eighteen men; in another room, twenty women and less than eight men; in still another there were only women, with the exception of the foreman. Each department has its own inspection room. This saves confusion and the scattering of parts over the entire plant. Women of all ages, from young girls to white-haired grandmothers, were working shoulder

(Continued on Page 11)

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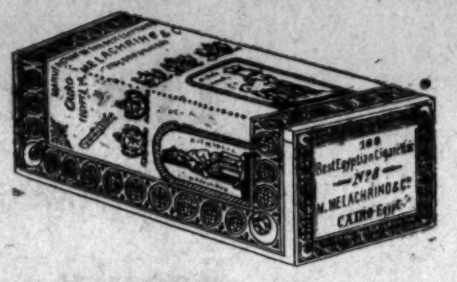

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Thrills For Visitor In Munitions Plant

(Continued from Page 10)

to shoulder with the men, but they were not lifting great weights or doing heavy work such as is being done by women in European munition factories. They do not receive the same compensation for like work as the men. This fact, it was explained, was not due to the attitude of the company, but to the objection of the male workers. The organised men had not looked with favor on the new regime, with women as war workers in the munitions plants.

"What did you do before you became a munitions worker?" a woman of middle age was asked. She was a foreigner and did not understand. Another woman said she had formerly worked in a woolen mill. A third had been a house servant before the war. Another had been a cook. One had never previously been employed. One intelligent young woman said she had worked in an electrical appliance factory. Still another said she had turned her business over to a Chinese laundryman and had deserted her washtub for the polishing room, a department that employs more women than any other except the gauging and inspection departments. There were all sorts of women, some of them of the type employed as secretaries and stenographers in the financial district of New York.

Next came a new four-story section, which was erected and made ready for work in forty days and nights. One entire floor is to be a women's polishing room, with more than two hundred machines. All the machinery is covered, so that there are no loose or overhead fixtures on which to catch the hair or clothing. In this room an officer asked Mr. Nichols for his pass. Drill room after drill room, polishing room after polishing room, was visited. The plant was a labyrinth of machines and laborers, but there was no place for any one who could not account for his or her presence. The pass had to be produced at frequent intervals. Truly it was no place for a spy! The only man who knows perfectly the lay of the entire work and the land and machinery is B. M. W. Hanson, works manager. Employes do not wander about the plant. They are kept busy in their own departments, and only on special missions do they go to other parts.

The employes have plenty of space to work in. Crowding is avoided, and the air is clear. The workers all seemed healthy.

"We cannot afford to have our men and women ill, when the country most needs her working army. The company insists that its employes receive every attention necessary to good health," said Mr. Nichols.

A big fellow with a tiny scratch on his finger was being treated by the company physician in the "first aid" room.

"Most of my patients are like that," said the doctor. "It saves blood poisoning and other troubles to insist that the men come to the hospital for even the simplest scratch. Because of this regulation we have little sickness, and no complications after small accidents."

In the assembly room for the machine guns were to be seen a confusing variety of bolts, triggers, hammers, side pieces, barrels, and other parts. They were in the hands of expert workmen, and whole guns grew out of the pieces almost under one's eyes. Here was a traveling salesman, formerly a South American agent for the company. As the company is filling only United States Government orders since the country entered the war, his business ceased. Being ineligible for active service, he asked for a place in the factory that he might in some way help the country. Before a table stood an American army Lieutenant working on a machine gun. He was studying the parts, taking the gun apart, putting it together, and demonstrating it to himself, to be better able to show his men how to use it on a battlefield.

The next room visited was the great shooting gallery. Imagine a room more than 100 feet long and very wide, with many kinds of guns bristling from every corner, from every table and truck, and a constant stream of them arriving on hand trucks. One side of the room was lined with canvased booths. In the first one was a man who has the noisiest job in the works. All he does from morning until night is to stand shooting revolvers with dummy cartridges into a hole in the wall to see if they function. The noise was deafening. The crack of pistols vied with the rattle of the machine guns. One had but to close one's eyes to visualise the battles for which the guns had been made.

A man testing machine guns filled the tank through which the barrel passes—it was a water cooled gun—from a hose and nozzle. The gun holds six pints of water. It is tested for 500 shots a minute, but can shoot 600 a minute and will shoot 2,000 rounds before exhausting its supply. Were it shot to 500 rounds a minute in a barrage, it would require refilling every four minutes.

When the machine gun was ready for testing everybody got cotton to put in his ears. A young man who knew all about machine guns undertook to demonstrate one. He showed how the long belt, holding 20,000 cartridges, was put on the gun. The barrel pointed through a hole in the wall to a sand heap, and at each shot there belched forth a volume of fire from the muzzle of the gun.

"Hold the handles on each side firmly," commanded the tester. "Put your thumbs on the pad between them. Now pull back that little lever at the left. Press your thumbs as long as you want it to shoot."

There was a fascination in the rapid firing. One was loath to leave off. The bullets sprang into place so fast, one pushing the other out, and there was the clink of falling shells to be heard even in the deafening and incessant rattle of the firing! It gave a real war thrill. The instructor told how to release it, how to pull back a gauge about seven inches long on the right so as to make it fire single shots. An ordinary gun must seem slow indeed to the soldier of the machine-gun corps.

By this time it was noon. After luncheon the tour of the works was resumed. The guide led the way into the "hard-working part of the factory." It was a vast room where men carried great weights, down on the ground floor, where it was safe to put machinery very close together. Then to the drop forge room, also on the ground floor. This was a place of intermittent fire and darkness, with always the intense heat of the forge furnaces on one side and the cold air on the other. Men were lifting heavy chunks of redhot metal and avoiding the danger from the volley of sparks that shot from the forge when the great drop came down. The men all looked alike—big brawny fellows, frimy to blackness, sweating under the intense heat and exertion. They had to shout to each other to be heard.

In the department for bluing and browning processes were great vats where the browning was done by acid and boiling liquid to bring the natural steel to a brownish black, and the bluing by heat and oil.

The inventor of the Colts-Browning machine gun is at the Colts plant, supervising the making of tools necessary to the manufacture of his invention. He was demonstrating the gun to the officials of several other companies, explaining that, under the direction of the Colts, the gun was to be made for the Government by their own two plants and by four other companies. He exhibited the gun in detail also. It has flat smooth sides and is shot in the same manner as the ordinary rifle, and has the same type of wooden stock. The belt is about half the width of the Vickers and has not the metal section between the cartridges which the other gun belt has. It is less cumbersome, weighing about twenty pounds, and can be shot from a tripod or without. It requires six points of water and will shoot several thousand rounds before exhausting its supply. In the 20,000 rounds for which it was tested at the Government arsenal in Springfield it lost only four and a half seconds, the inventor said.

Men who are making the tools for the Browning gun are in the same room as the blue print men. They work like jewelers, using similar glasses and tiny pliers and instruments.

The target room is near by. A young man, a crack marksman, was shooting revolvers and other guns from a suspended, non-vibrating platform to determine whether or not they were accurate. A room visited after this was the Government inspection department, where about 140 uniformed men and women inspectors were at work. This is the last place into which the completed gun goes, where final examination is made, and the munitions are packed and receive the Government stamp or are rejected.

It was 5 o'clock when the visiting tour ended. Hordes of workers were pouring out of the plant, but, so far as one could see, there were still as many as ever at work. The change of shifts is so skillfully maneuvered that one is scarcely aware of it. The work goes on night and day.

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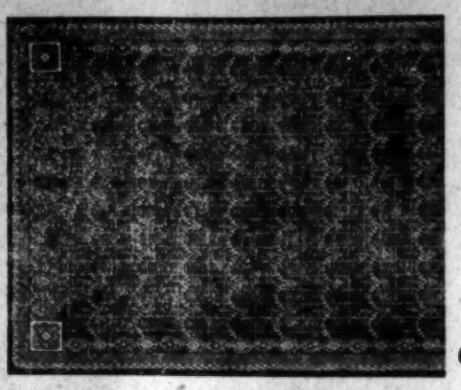

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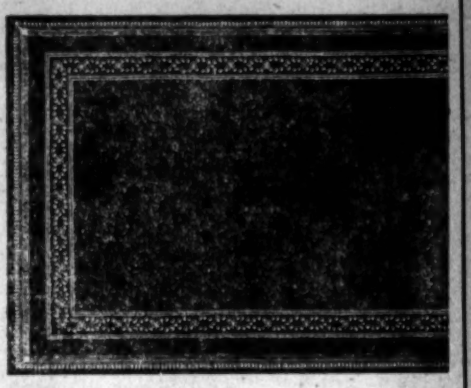

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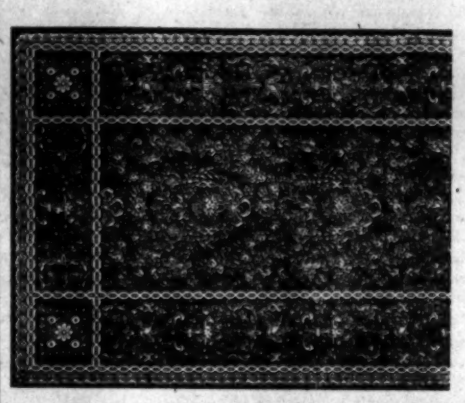

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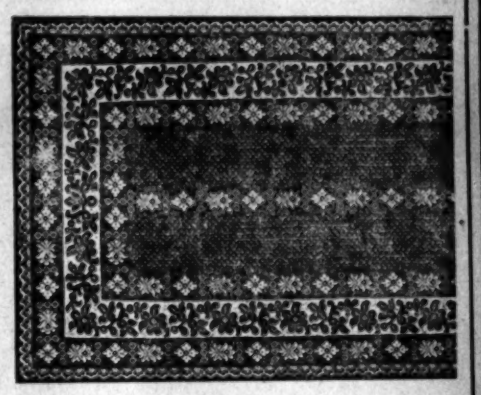

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Today's Church Services

Holy Trinity Cathedral.—March 24.—Sixth Sunday in Lent. (Palm Sunday). 8 a.m., Holy Communion. 11 a.m., Mattins and Ante-Communion. Parry in D. Anthem, "All glory, laud and honor," (Bach). Hymns, 99, 106, 306. Preacher, The Rt. Rev. Bishop Banister. 3 p.m., Children's Service. 6 p.m., Mission Sermon and Evening Prayers. Hymns, 332, 108, 98. Preacher, The Dean.

St. Andrew's Church, Broadway.—March 24.—Sixth Sunday in Lent. (Palm Sunday). 10.30 a.m., Mattins. Preacher, The Rev. C. J. F. Symons, M.A.

Union Church Sunday.—March 24. 11 a.m. Preacher, Rev. C. E. Darwent, M.A. Palm Sunday Sermon; Chant 76. Anthem "What are these?" (Stainer). Hymns 82, 176, 135. 6 p.m., Preacher, Rev. C. E. Darwent, M.A. Subject, "Why read the Bible?" Chant 96; Anthem "Crossing the Bar" (Parry). Hymns, 75, 234, 554. Collections at both services for the Famine Fund.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Rev. M. H. Throop, M.A.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows:—Morning, 11 a.m. by Rev. Milbon T. Stauffer, M.A., B.D. Evening, 6 p.m. by Mr. Isaac Mason.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Matter." Sunday School, 10 a.m. Wednesday Evening, 6 p.m. Reading Room Room No. 21 Nanking Rd. Room 71, open daily except Sunday, 10.30 to 12.30.

How To Shorten The War

By Lord Northcliffe

I PROPOSE to give my own personal views on the length of the war and of some of the means by which the war may be shortened.

The probable length of the war is so ineradicably bound up with business and finance that the chief factor intimately connected with the length of the war is the question of thrift.

When the war began the people of Great Britain, who are by nature almost as extravagant as those of the United States had no idea that saving would be necessary. "Business as usual" was the slogan, while money poured into the pockets of the workers in hitherto undreamed of streams.

Little by little we learned that saving was essential, and as one of our most able British economists, Mr. Basil Blackett, of the British Treasury, has pointed out, the money is returning to the use of the Government in the form of War-Saving Certificates and other forms of thrift.

There is a very indistinct impression in America as to the destination of loans made to the allies by the United States. There is an impression even among well-read men that the loans we are receiving, since you have begun to take part of the financial burden, find their way across the Atlantic. As a matter of fact they go to swell the wages in Bridgeport, Bethlehem and a hundred other centers of industry, where the wages are the highest on record. They go to provide the homes of the workers of the United States with comforts unequalled in any previous era of prosperity. They will return to swell the finance of your country in the form of workers' subscriptions to the Liberty Loan.

It does not seem to be generally known that up to the time of the United States entering the struggle, Great Britain had not only borne the expense of maintaining seven and a half million fighting men of her own, but had carried a large proportion of the financial burden of the Allies.

I do not exaggerate when I say that prior to your coming into the war we had most willingly advanced six billions of dollars, that we are still advancing large sums daily to them and that our war expenses are at the rate of thirty-five million dollars a day.

I am able to speak of the need of thrift in one sphere of endeavor, and that is the need of thrift in the newspaper world, in which I have moved all my life.

In July, 1914, the newspapers of Europe were wasting paper, labor, transport, power, ink and the other accessories necessary to newspaper production. Competition had brought about that state of affairs where every newspaper published thought that his readers carefully counted the pages of their favorite organ each day and awarded their support to him who gave the largest amount of raw material.

I never held that view.

I am of the opinion that at least one-third of the paper used in America daily is wasted, and I have little doubt that, as the war proceeds, the raw material, power and labor will be reduced as it has been in Great Britain, where staffs of newspapers, owing to the need for them as soldiers or war workers, have been reduced to half.

I have now in my possession a copy of a leading Paris evening paper. It consists of a single sheet of paper measuring, I should say at a glance, 16 inches by 10 inches, or equal to about four pages of the size of a "Congressional Record." It is not one-hundredth part the size of many of the American newspapers. It is a pathetic but splendid example of the patriotism of France. Newspapers are essential to the conduct of war. The American publisher could only meet the gigantic expense of the present time and at the same time reduce the output of raw material by raising the cost of his publication. That which applies to newspapers also applies to many other businesses.

The saving of raw material, transport, power and labor and the application of them to the purpose of the war—that is one way of shortening the war.

As to the length of the war, we should more properly speak of the wars. Now this series of wars finds the maker of the wars prepared to the minutest detail. He is opposed by those who are determined that he shall not rule the world. We, his opponents, are even now in a state of preparation. You have had object lessons in the past few weeks of the depth of the roots of this great conspiracy against the world's peace. You have seen the great and prosperous State of Argentina thrown into a position of chaos by a word from Berlin.

Prussia has penetrated everywhere. It poisoned the Chancelleries and Parliaments of Europe and tainted the apparently open, if troubled, streams of commerce. It adapted itself to all exigencies. In Spain it was Catholic, in Holland it was Protestant, in Turkey, as we have seen, it was frankly Mohammedan. In Greece it helped a king to overrule a Chamber of Representatives. Recent events in Mexico, some of your own and our own labor troubles, uprisings among the wild folk of our Indian Frontier—no place was too remote, no cause too absurd, to escape the mesh of German intrigue.

Coming to the conditions of the actual war we find a remarkable unanimity of thought and purpose between the Kaiser, the Junkers and the mass of the people. We find the food situation in Germany and Austria distinctly better than it was a year ago. The capture of supplies in Rumania, no less than the extension of cultivable areas throughout the lands of the Central Powers, has relieved the tension in cereals and gardeon produce.

At the front, defense being easier and less costly than attack, the Huns' task is easier. They have lost the initiative, but they are husbanding their resources. Digging in requires less effort than digging out, and the latter is what our men have to do now. Financially, Germany lives in a circle, and she can go on a long time yet spending her own money among her own people.

These are some of the reasons which I find convincing when I warn you against the dream of a speedy peace.

As for ourselves, now and as ever, it is money that makes the wheels go round. It will hurt neither us nor our cause if we look at our own financial difficulties squarely between the eyes. In this matter we row in the same boat, and should pull together, with your most capable Secretary of the Treasury acting as stroke. I have complete and unbounded faith in the American people I am sure that when they realise that any sign of unwillingness to bear the monetary burden of the war will be regarded as quite as serious as the loss of a big battle in France, they will give of their resources freely and unstintedly. For that is the penalty, if no worse. I believe that America will even surpass her own magnificent record.

It is not my business to critise, or even to advise, in this matter. I merely wish to indicate a joint in our armor which an unscrupulous and unsleeping enemy is sure to attack, and I want you, America, guided by the massed battalions of finance, to bring up your reserves and simply smother the foe with all arms, big guns and small, subscriptions of a million dollars, and subscriptions of a hundred dollars.

Pull together! That is our motto. Every man, every woman, putting his and her very souls into the war. The German must be crushed. The evil thing he has reared must be driven out of our lives, and the way to do it is with steel in the battlefield, and with silver bullets in the world's marts. Let us get the people to understand this vital fact and victory is assured.

The question is not whether this or that personal business is to be protected in the enjoyment of its prosperity; the question is, are you going to smash the Germans or are they going to smash you? War is not a children's game; it is a life and death matter. In war time, your only question should be, How can I help the Government, not How can I keep the Government from interfering with my daily routine?

No one can doubt that, on the whole, American business men are putting their shoulders to the wheel with splendid unanimity. The volunteer organisations at Washington, serving

(Continued on Page 14)

Who Is The United States? Woodrow Wilson Is!

By Joseph H. Odell

(*In The Outlook*)

Who is the United States? Do not pause to cavil about the peculiar structure of the sentence; I am compelled to cast it into that form in order to bring out forcefully the biggest fact in the world of today. If I were to ask, What is the United States? I might get numerous answers: a continent in the Western Hemisphere; a Republic of commonwealths; a democracy; a land inhabited by a hundred million people; and so on. But when I ask, Who is the United States? there is one and only one answer: Woodrow Wilson! The answer is final, complete, and admits of no debate. That is what my visit to Washington has taught me beyond a peradventure. I go to the Senate and find from baffled Senators that they are not the United States; Woodrow Wilson is. I go to the House of Representatives and discover quite easily that that docile crowd of Congressmen are not the United States; Woodrow Wilson is. I wander from department to department, from bureau to bureau, from commission to commission, and everywhere it is the same: they are not the United States; Woodrow Wilson is. I meet distracted and confused men from every part of the Union, in khaki and in mufti, each one anxious to do something, to correct something, to suggest something, to accelerate something. "Good! Why don't you do it?" "I am not the United States," each replies; "Woodrow Wilson is!" I sit with groups of newspaper men, representing in the aggregate millions of front pages and editorial columns per day, and I ask, "Why don't you fellows do something?" The answer is the same: "Our papers, with their pages of facts and columns of opinion, are not the United States; Woodrow Wilson is."

Political life in Washington is like a "choppy sea in dirty weather," as the old salts would say. On the surface it is all turmoil—irregular waves and breaking combers, foam, spray, noise. Navigation seems to be uncertain because the upper air makes solar observation difficult. Some of those on the lookout swear they see or hear breakers ahead. The ship of state seems to be laboring heavily. The course is evidently being laid by dead reckoning. If we were on an open and oft-traveled route, with the sun high overhead, there would be no anxiety and hardly any need for a lookout. Critics are superfluous when things cannot go wrong. Down below the stokers are sweating "as it were, great drops of blood," to keep the steam gauges at the necessary level. A few of the first-cabin passengers are gambling for high stakes and singing Browning's lyric,

"God's in his heaven,
All's right with the world."

A large number of others are in their staterooms praying mightily against a possible disaster. The majority are on deck, straining eyes and ears, trying to show a calm demeanor, but looking anxiously from time to time up to the bridge, to see whether the Captain is there and what his face reveals—anxiety, indifference, or confidence. It may be that we are on an uncharted lee shore, with wind and tide against us. There are rumors to that effect. In laying a course by dead reckoning, the silent set of the tide and the currents are the least calculable but the most decisive factors. Tides are universal but of variable velocity; currents are local but sometimes stronger than the tides. Together, they are the emotions, the convictions, the ideals, the hopes, the fears, and the prejudices of human nature. Does the Captain know their set, their intensity, their part in determining the destination of his ship, with its priceless cargo? For the vessel is entirely, completely, absolutely, in the hands of the Captain. Its owners have put him in supreme command; and, for a long time to come, no power under heaven can annul or suspend those orders. That is the picture the city of Washington imprinted on my mind—WoodrowWilson is Master of the Ship of State.

One can hear anything one wants to hear in Washington; that is why I have likened the community to a choppy sea. There are optimism and pessimism, fear and confidence, suspicion and serenity, insurgency and loyalty. About the hotel corridors and lounge-rooms one gains the impression that everything is going wrong; the hotel population is made up largely of people with a mission of correction, and missionaries are necessarily vocal. One can pick up a dozen marrow-freezing tales a day of vacillation, dilatoriness, stupidity, utter blindness, or gross incompetency in this or that direction, or department, or bureau, or commission. And it always ends: "If I could only get to the President! He is the master here—the source, the controller, the arbiter!"

In any one of the innumerable bureaus each man seems absorbingly engrossed with his own job, and is complacently certain that, whatever else may be rumored to be wrong in this weltering war community, at least his own particular section of the vast machine is functioning admirably and is beyond criticism and above suspicion. And he feels strongly that criticism should cease; it is unethical; it unintentionally gives "aid and comfort to the enemy;" it is a subtle species of disloyalty. "Love me, love my dog," is oft quoted, and in a manner which says, "You cannot stand back of the President and at the same time kick any one of the departments or bureaus or commissions which is carrying out the will of the President!" They feel that they are miniature replicas of the supreme mind, and that allegiance to that mind must cover them also. At any rate, the only thoroughly happy, contented, and satisfied people in Washington are the bureaucrats, big and little; and their self-satisfaction seems only to vary in accordance with their proximity to the President. Of course there may be an occasional exception, but he is very discreet.

The newspaper men—known at home as "Our Special Washington Correspondent"—are so engrossed with the story of each day and so eager to get their current news feature into the next issue that they have little time for review or preview. They are day laborers and "laborers worthy of their hire," for without their careful chronicle the prophet, the philosopher, or the practical man of affairs would be minus the data for his grand deductions. And they are conscious that they do not get the real news; in the Senate, in the House of Representatives, in the corridors of the departments, and in the anterooms of the bureaus they are simply skirting about the fringes of authority, they are only in the precincts of power. The soul, the center, the seat of all that is vital and determinative, is in the White House. "What do you think of the chances of this particular bill?" I ask a reporter from the Senate. "Tell me what the President thinks and that will be my answer," he says. "How will the House act on this measure?" I ask a reporter from the House of Representatives. "Whichever way the President wishes," he replies. Congress exists in Washington today to put into legal form whatsoever powers the President believes he needs. Congress has denied him nothing. Never before in the history of this Nation have the legislative and the executive branches of the Government fused so perfectly. As we have asked, "Who is the United States?" we might further ask, "Who is the Senate? Who is the House of Representatives?" And the answer in each case must be the same: Woodrow Wilson, he is the Senate, he is the House of Representatives; his mind, his policies, his wishes, his will, are supreme. The Chamberlain episode was just the kind of an exception to prove the rule.

Does any one doubt the statements so far made? Well, let us be specific.

When President Wilson asked for certain sums of money with which to carry on a war to "make the world safe for democracy," the amounts requested were voted without hesitation.

When President Wilson asked for specified powers to conscript the available manhood of the Nation for military purposes, those powers were granted with amazing promptness.

When President Wilson asked for the legal instrumentalities by which he could control or regulate or "take over" the food, the fuel, and the transportation of the country, those instrumentalities were placed unreservedly in his hands. He has selected Mr. Hoover to act for him as Food Controller, Dr. Garfield as Fuel Controller, and Mr. McAdoo as Director of Transportation.

When President Wilson has wanted the consent of Congress for any other powers which he needs as Commander-in-Chief of the armed forces of the Nation or for flexibility in methods of administration, that consent has been given or implied in almost instantaneous and unanimous legislation. His appointments have been promptly ratified. In a dozen ways Congress has given him what would be equivalent to votes of confidence under foreign parliamentary rules.

Thus the President has had a free hand in creating a Council of National Defense, a War Industries Board, a Shipping Board, and various and sundry other advisory administrative organisations. His appointments to these councils and boards have been entirely his own, made without dictation or pressure or even suggestion from the legislative branch of the Government. Never in a single instance has the will of the President been thwarted or even hampered. Not one of the rulers or presidents or premiers of our allies has anything like the unrestricted, unsupervised, unshared power which now belongs, constitutionally or by specific legislation, to President Woodrow Wilson.

Further still it can be shown that President Wilson is the United States. Our foreign relations are carried on through the Department of State. No one for a moment imagines that Mr. Lansing initiates policies, or even modifies them to any considerable degree. Many of the most important aspects of our foreign policy are first made known to the world in a speech delivered to Congress by the President himself, and are therefore out of the class of ordinary state papers. The Secretary of War is not only appointed by the President, but he is retained in office by the President when under criticism. The President frankly accepts the responsibility, thereby accepting the responsibility for the conduct of the Department of War. Cabinet officers are not responsible to the people or to Congress but to the President, and the President is obviously satisfied with the arrangement. When the Senate Committee on Military Affairs prepares bills, not to embarrass or weaken the President, but to help him, according to their belief, in co-ordinating the functions of the Administration, the President announces his opposition to the measures and begs members of the Senate not even to discuss them on the floor of the chamber.

But, because there has been some friction or misunderstanding between some members of the Senate Committee on Military Affairs and one of his Cabinet officers, the President requests Senator Overman to introduce a bill into the Senate (February 6, 1918) with the following preamble: "A bill authorising the President to co-ordinate and consolidate the executive bureaus, agencies, and officers, and for other purposes in the interest of economy and the more effective administration of the Government." This bill, if it is passed, will make the War Cabinet Bill and the Ministry of Munitions Bill quite superfluous. The President will take upon himself, by deliberate legislation requested by himself, the full and absolute and unshared responsibility for the conduct of every department and bureau and agency and officer of the Government, and for the allocation of all moneys "heretofore or hereafter appropriated" by Congress to the use of any new agency which the President may select or create in the process of the co-ordination. Or, to be very simple, the President asks for the power to rearrange the administrative branch as he sees fit, and to spend the Nation's money through any channel he ordains. Obviously this means that the financial resources of the Nation, as well as all the assignable powers of Government, shall be put absolutely into the hands of President Wilson.

Even though the Overman Bill should be defeated or die in committee, still the President has practically every power a chief executive can use. He may not hold the powers by direct gift of an omnibus act of legislation, but they belong to him by various specific acts of legislation, by his position of authority under the Constitution, by his right of veto and his prerogative of appointment. If not de jure, by a blanket law like that outlined in the Overman Bill, yet de facto, by actual exercise of authority, President Wilson is the center and almost the sum total of the powers of democracy, excepting of course the functions of the judiciary. This, then, is how it stands: the man-power resources, the financial resources, the material resources of fuel, food, and transportation, the legislative resources (by the consent of the legislatures hitherto), the administrative resources, the executive resources, the military and naval resources, are all now centered in and controlled by President Wilson, the Commander-in-Chief of the United States. Democracy has a single human exponent whose will is final, Woodrow Wilson; autocracy has a single human exponent whose will is final, Wilhelm Hohenzollern.

My province is not to criticise but to state facts, to describe conditions. No President could have had more thorough and devoted allegiance than that accorded to Mr. Wilson by the people of the United States. To a very marked degree political partisanship, sectarian difference, regional rivalries, and industrial feuds have all been sunk in a splendid display of loyalty. But the people were and are loyal to Woodrow Wilson because he is the symbol of the principles upon which the Republic rests and the ideals toward which it strives. The loyalty is to the man who fills the executive office and who exercises the function of interpreter of those principles and ideals. When Woodrow Wilson was President of Princeton University, the people felt no peculiar loyalty toward him; now that he is President of the United States they feel that everything of value in their material, social, moral, and spiritual life is summarised in him. And that loyalty is universal.

They recognise now—it has come upon them in full force during the past few days—that he is more than the symbol of democracy; he is the actual holder of all the powers of democracy. Who is the United States? Woodrow Wilson is! He sums up in himself all the operative powers of democracy just as Wilhelm Hohenzollern sums up in himself all the operative powers of autocracy. To put it bluntly: this war has settled down into a contest between Woodrow Wilson, the human embodiment of democracy, and Wilhelm Hohenzollern, the human embodiment of autocracy.

Is the statement true? Let us try it out by a rigid process of logic. Russia can give no further aid toward winning the war. Italy can continue to fight only with the assistance of Great Britain and France. France, indomitable, is nevertheless at the limit of her man power. Great Britain has just come to the zenith of her available resources. With Russia eliminated, the western European Allies cannot defeat Germany. They confess it; they welcome our aid as their one hope of success; all the glorious sacrifices of the past three years and a half would have been in vain but for the accession of the United States. Without our money, without our aerial service, without our food, without our munitions, without our men, democracy in Europe must go down before autocracy. The United States is the final factor in the fight. Who is the United States? Woodrow Wilson is. If we beat down militarism and overthrow barbarism, it will be Woodrow Wilson's victory—the most glorious personal achievement in the history of the ages. The money, the food, the fuel, the fabricating materials, the men who fight and work, are in his hands. He initiates the policies and he controls the processes and he directs the forces which are to bring the Allies to the goal. The responsibility is his because the power is his. The responsibility is awful; the power is adequate.

There is only one thing in America stronger than Woodrow Wilson—public opinion! Practically, he controls Congress; actually, the departments are his subordinates. Doubtless in cases where expert knowledge is required the President calls in expert advisers, and their experience serves to guide him. Sometimes public opinion can be neglected. Public opinion is divided on the War Cabinet Bill; public opinion is divided on the Ministry of Munitions Bill; public opinion is divided on the question of a change in the office of the Secretary of War; public opinion is divided on the wisdom of Senator Chamberlain's charges. But there is one subject on which public opinion is united—so united that there is scarcely an infinitesimal

(Continued on Page 13)

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JUST AS YOU SAY!
THAT MAN WALKS JUST LIKE MY HUSBAND!

Who Is The United States? Woodrow Wilson Is!

(Continued from Page 12)

crack or seam in it from the Atlantic to the Pacific—we must win the war! We must win the war conclusively, decisively, finally. We must win the war in such a way that militaristic autocracy will be shorn of its power forever. We must win the war, whatever it costs in money and men.

The people will forgive the President those slips of human judgment which even the greatest of men may make. They will be lenient toward his personal loyalties and his errors in the handling of unfamiliar business. They will be patient, and endeavor to correct the mistakes or stupidities of his subordinates. And they will not try to take any of his vast powers away from him; he is welcome to them, and to the choice of his subordinates, and to his peculiar methods of business administration—if he only will win the war.

For it burns now as a deep passion in the souls of the American people to defeat the cowardly and barbaric militaristic rulers of Germany. The people have pledged their honor, their wealth, their lives, to do it. The one thing the American people will not tolerate, will not even contemplate, is a negotiated peace, a peace which would leave the sacramental object of the conflict unrealised. Let me use a hypothesis—the only one I have used in this article. If the American people should discover that their President, contrary to his first point in what is known as the Fourteen Point speech of January 8, 1918—"Open covenants of peace and no more private international understandings"—if the American people should discover that their President is working through his Holiness the Pope to influence the Emperor Charles of Austria, or is dealing with Count Czernin on behalf of the Emperor Charles, in order to bring about a bargain-counter peace in which France is to be robbed of her holy and consuming claim to Alsace-Lorraine, then the people would turn from the President with a horror and an anger which would know no bounds. For the American people are not primarily interested in altering the map of Europe; they are dedicated to the establishment of justice, righteousness, fair dealing, and human sanctities in the earth. To this end they will make any sacrifice and endure any suffering. To this end they have invested the President with powers which come as near to omnipotence as any man can wield. For the time being they have abdicated many deeply cherished personal, social, industrial, and governmental rights, in order that those rights may be so much added power to the President. It used to be said: "We, the People, we are the United States!" Now it is said: "Woodrow Wilson, he is the United States!" And all that he may win the war! Not to end the war by barter, or by territorial redistribtuion, or by a finely readjusted balance of power—no, but to win by the defeat of Prussian arrogance and brute force and barbarity and inhuman militarism—a defeat at arms, which is the only logic that the Prussians are capable of understanding.

The Wondrous Star Of Bethlehem — By Garrett P. Serviss

"Which star was it that the Wise Men of the East gazed upon that showed them the birthplace of the child Christ? According to the Book of Matthew they followed the star till it paused in the heavens, and then they knew where the place of birth was.—E. V."

I doubt if any scientific explanation or corroboration of the fascinating legend of "the star of Bethlehem" will ever be made. Those who seek such an explanation as a possible stay for wavering faith do not, it seems to me, comprehend the nature of the narrative on which the legend rests. Nothing essential to Christian history is involved in it, and to insist upon its literal exactness is an error that can only lead to disillusionment, and through that, perhaps, to a complete abandonment of all faith in the statements of the New Testament writers.

It is like the Old Testament legend of the sun and the moon standing fast over the vale of Ajalon to give Joshua time to smite more bloodily the already beaten Amorites. People who take such things in a literal sense do violence not only to reason but to the meaning and intention of the writers of the narratives. They make no allowance for the imaginative element that is in all human communication, and which, I make bold to say, is the only sure token of divinity in man.

The higher the religious tone, the more imaginative the language, until when Jehovah Himself speaks it becomes pure imagery, because the meaning of God cannot be contained in any human tongue, but overflows it on every side. Here is the reason why we regard poets as inspired—they have caught a gleam of divine intelligence and can only express it imaginatively.

So, I think, you should take the story of the Magi and the Star of Bethlehem as a poetic legend, whose truth is above linguistic literalness. The "star" that the "Wise Men" saw glowed in their mind's eyes. There is no statement that anybody else saw it. If it was a divine illumination it was made for them alone. This is sufficiently shown by the statements in the second chapter of Matthew. When King Herod heard of the strangers who had come inquiring for the king born to the Jews" whose star they "had seen in the east," he sent for them privately "and learned from them exactly what time the star appeared." Then he sent them to Bethlehem to find the Child and bring him word, that he, too, might go and worship Him."

The Magi went and lo! the star reappeared to them, and "went before them till it came and stood over where the young child was." But, being warned by God in a dream, they did not return to Herod, but "departed into their own country another way."

This last touch in the narrative reveals the needlessness of seeking for an explanation of the "star" in some extraordinary natural phenomenon. The mention of a "dream," in which God warned them is decisive in that regard. It shows that all the extraordinary appearances were subjective. The star was no less dream-like than the warning.

Still, nothwithstanding these results of an analysis of the legend, it has a poetic beauty which irradiates even the useless attempts to give it a scientific explanation and so interest will never be lacking for any plausible showing of a possible connection between the Magi's wonderful star and some uncommon apparition among the celestial bodies.

There is one occurrence of this kind which, by being ingeniously associated with the star of Bethlehem, has attained a legendary fame scarcely second to that of the New Testament story. I refer to the marvellous temporary start that suddenly blazed out in the constellation Cassiopeia in the year 1572, in the time of the celebrated Danish astronomer Tycho Brahe.

This was probably the most brilliant new object that ever appeared in the heavens. It far outshone the brightest stars and planets, and amazed all beholders. But in about fifteen months it had disappeared, and no trace of it has ever since been found. Tycho carefully recorded its place among the other stars, however, so that, if it should reappear, it would probably be recognised from its position.

It was long ago suggested that the great "blaze star" of 1572 might have been a reappearance of the star seen by the Magi, the idea being based on the fact that wonderful appearances, which might have been stars, were said to have been seen in the same part of the sky in the thirteenth and the tenth centuries. Assuming that this object made its appearance once in every three centures and a fraction, a backward calculation showed that it ought to have been visible at the time of the birth of Christ.

On this slender thread was hung the theory of the identity of Tycho's star with the star that guided the seekers for the cradle of Christ. It is interesting to recall that, in 1901 a new star, only second in brilliance to Tycho's, appeared in the constellation Perseus, nearly adjoining Cassiopeia, and this rather than Tycho's may have been the object seen in the thirteenth and tenth centuries, for it has never entirely disappeared since its great outbreak in 1901, although it can now be seen only with telescopes.

But a moment's consideration of the facts must convince any one that even if one of these extraordinary stars had appeared in the time of the Magi's visit to Palestine, it would not have fulfilled for them the function of a guide to the hunger cradle in Bethlehem. As seen from the latitude of the desert across which the Magi proceeded in their quest, either Tycho's star, or the Perseus star, would have appeared in the northwest in the evenings of the Spring of the year, and if they came from Arabia it would, in a sense, have guided them in the right direction. But when they had reached Bethlehem the start would still have appeared away off in the northwestern sky, and could, by no possibility, when Herod sent them again on their quest, have gone "before them until it came and stood over where the young child was." It is better to save the legend by recognising its poetic character than to bring it down in ruins by trying to give it a scientific foundation.

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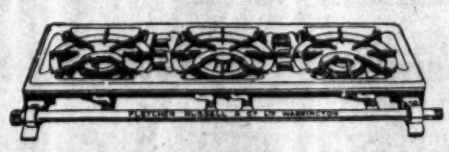

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Members Of Allied Council Full Of Confidence As To Western Front

AMERICAN HELP AWAITED

Belief That Our Army, When Massed In Force, Will Decide The War

By Charles H. Grasty

Paris, February 6.—A more optimistic tone everywhere is observable since the meeting of the Supreme War Council owing to the defiant note struck in its public statement and the inference by the public that such confidence must have something solid behind it.

I have talked with several members and have found them even more aggressive personally than the tone of the announcement. It is impossible to give details of the action taken by the council, but it is evident that the allied cause has been freed from the peril of disunity and that definite plans have been made which experts regard as adequate to hold Germany on sea and land until America can reach Europe in such force as to decide the war.

While it is legitimate that peace hopes should be harbored in other quarters, such considerations have no place in the War Council, and the Versailles body talked fight only. One member said to me:

"We court a German offensive on our western front. The more they attack the better for us. There will be no breaking through."

One gratifying result of the meeting was putting an end to all those misunderstandings which naturally arise from occupying different standpoints. The members dispered with good accord established officially and personally.

Mobile American Army Sought

Much discussion is heard, especially in American circles here, concerning methods of employing America's manpower in the most efficient way on the western front. The opinion is expressed that not only should a separate army be organised to operate with its own lines of communication and supply, but also that American troops should be used elsewhere as units attached to the British, French, and perhaps the Italian Armies. This plan would give fluidity to our military resources, enabling their use where and when needed.

This kind of mobility has enabled the American navy to pounce upon the submarine in European waters and give assistance, without which Germany might have made good her boasts. If the navy had waited to create a separate organisation the result would have been far different.

Within a few days more bullish talk has prevailed about the American airplane effort. Previously the pessimists had the floor. It would be useful if Europe could be kept informed upon vital points as to how matters are progressing in America. Periodically waves of depression are set in motion by bad reports from across the Atlantic.

Reliable news from time to time would be far better than exaggeration first on one side and then on another. The effect of this method would be most beneficial in stimulating our own energies and preventing oversights. The English speaking countries have been handicapped in this way by an exotic system of news suppression, the practical results of which have been hurtful.

THE TASK AHEAD

BY WILLIAM HOWARD TAFT

IT IS one of the blessed functions of the Red Cross to open the hearts of the people and bring forth the generous response in money, materials and services by which alone the distressed can be succored.

There is no American who would think of refusing aid once the reality of the situation is vividly impressed upon his mind. The difficulty is to make our people realise how vast, how desperate, how terribly real is the need. To spread the truth, to paint the truth, to paint the picture, to carry the appeal of millions of the suffering to our millions living in comfort is the task of the Red Cross. That means it is the task of every one of us who has undertaken to do what he can for the Red Cross.

What must be done in Northern France is a task almost beyond human comprehension. Imagine, if you can, a country of complete devastation, not a house standing, not a tool or any usable thing left, not a tree that will ever bear fruit again. This country must be rehabilitated, and it is we who must undertake a great part of the burden. Picture, too, a great population ravaged by tuberculosis as no people ever were before. To give aid to them now is to save the lives of thousands.

And then Belgium! A task even more stupendous!

These are but suggestions of some of the scenes in these regions of the war. They must be effaced, just as quickly as the armies of the Allies and the outpourings from heart and purse of those at home can accomplish the task.

These are glimpses of the truths which the Red Cross and every Red Cross worker must set before the people. To care for our own is but a part of the task, the sacred duty, that lies before us. We must give to those people of our Allies the means of helping themselves as they face the necessity of starting life all over again. The Red Cross is ready and will do its part in just the measure that the American people grasp the truth and come forward with the necessary support.

Shanghai Chapter, American Red Cross. Have you joined?

How To Shorten The War

(Continued From Page 12)

for the most part without compensation are a sufficient answer to the charge that your commercial leaders are not awake to what the war means. It may be that some of the American people are not yet fully conscious of what a terrible thing war is, and how completely we must alter our lives if we are to win this one, and, if possible, stamp out war for all time; but luckily your Government and the leaders of your industries do have that realisation and are going ahead to do the things which must be done.

In England the people did not awaken to the meaning of the war for fifteen long months; and, in the meantime, our Government unfortunately followed the popular sentiment instead of going ahead with the necessary reorganisation. That was why some of us, who realised the peril of the situation, were forced to take into our own hands the task of bringing the Government and the people to their senses. England is thoroughly awake now, and she will not sleep again.

We found in England that "Business as usual" was a mistake. Wartime business is decidedly abnormal, and the sooner all the allies recognise that fact, the better. The production of luxuries in Great Britain has not entirely stopped, though it is considerably curtailed. For instance, a number of automobile factories, formerly making pleasure cars, are now making army trucks and aeroplanes. After all, what difference does it make to a manufacturer whether he produces automobiles for private consumption or for war work?

In general, the tendency is for the production and sale of luxuries which have also some practical use and which are not sheer waste. Of course luxuries which were already made when the war started are better sold than lying in the shops. Keeping money in a state of active circulation is desirable, even though we also want every one who can do so to invest all he can spare in the Government loans.

The most unexpected development of the war was the sudden prosperity of the working class. Every one thought that the poor would be very hard hit in England, and a "Prince of Wales" fund of millions of pounds was raised to help them out. It was not needed. The poor have had high wages, ready employment and prosperity. As a result, they have been buying pianos, expensive furs and other luxury goods. To an extent, they have taken the place of the former luxury buyers in the upper classes.

The Government has definitely encouraged one type of luxury buying—the high-class, expensive foods. I notice a movement of this sort is under way in America. The idea is, of course, that those who can afford the more expensive delicacies should buy them and thus leave a greater quantity of cheaper foods for those who can afford to purchase nothing else.

There is also a big business in expensive foods bought to be sent to the men at the front. All the high quality shops put up hampers of delicacies selected to please a soldierly palate, and undertake delivery to France for the purchaser. Thousands of such hampers are bought every week. In some cases, I understand, they are ordered directly by young men at the front.

Disbanding the army at the close of the war will be a slow process. It will be at least a year after peace is declared before the last troops are returned to civil life, and there will be little disturbance of the social structure in so gradual a step. Factories are, after all, surprisingly adaptable. Machines which are making war supplies now will not be hard to turn to peace channels. The Government will take an active hand in finding places for the soldiers in the civil scheme of things and will itself be a tremendous purchaser of supplies needed in the work of reconstruction. England has, in fact, an offical Reconstruction Department at work now on these after-the-war problems.

It is foolish to suppose that the soldiers who have spent years at the front, living a man's life out in the open with the thrill of moral danger in it, and knowing the pleasure of comradeships with men whom they have seen tested when the air swarmed with bullets, will be willing to return tamely to doing such "womanish work" as clerking in department stores, acting as flunkies, or doing purely routine tasks in offices. The returned soldier will want a man's size job, and we're going to see to it that he gets one. In England companies are being formed to buy agricultural land belonging to the great estates and sell this land in small parcels of a few acres to soldiers on the installment plan, taking back a mortgage to secure the investment. A similar plan will be used in Canada. Army transport vessels can be kept in service to bring the soldiers overseas.

Some British manufacturers are protecting themselves in regard to the after-the-war market by continuing advertising, even though they have no goods to sell. This is certainly a sound business policy. I believe there will be work enough for everybody—when we win. In building alone there will be employment for vast numbers of men and great quantities of materials. At present no one is allowed to spend more than a small sum on building without a permit and that is granted only when it is shown that the proposed building is vitally necessary. Even repairs are not permitted unless they are really needed.

In a good many cases, Government control will undoubtedly be continued. However, industries which were efficiently managed under private control before the war will doubtless go back to their owners.

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MONEY FIRST GREAT HELP

Commissioner Tells Of Aid Given By Fuel, Food, And Railway Controllers

New York, February 7.—High praise of America's accomplishments in the war was given last night by Andre Tardieu, French High Commissioner in the United States, at the dinner held at the Plaza by the Alliance Francaise of New York to celebrate the 140th anniversary of the signing of the treaty of Feb. 6, 1778, by which the Government of Louis XVI, allied itself with the young and struggling Government of the revolution. The celebration, which was one of 188 held by various branches of the organisation in the United States and Canada, was attended by about 500 men and women, including representatives of the French diplomatic services and of the French and American armies and navies.

"America has done magnificently," said Captain Tardieu. "Her performance is worthy of herself and her allies. Her work in the war is already being felt; it is immense, and it bids fair to be decisive."

M. Tardieu praised particularly the organisation of American industrial resources, and declared that "the Liberty motor is, if not superior to the best in Europe, at least equal." And he declared that France would be ready to furnish artillery for twenty American divisions by July 1.

J. J. Jusserand, Ambassador of the French Republic, spoke feelingly of the alliance of the two nations, once more united in a war for liberty, and expressed satisfaction at allied sentiment for the restoration of Alsace-Lorraine. Other speakers were General Eli D. Hoylé of the United State Army, General P. Vignal of the French army, Real Admiral Colby M. Chester of the United States Navy, and Commandant L. Rebel of the French navy.

The American army and navy officers, when informed by newspaper men of the loss of the Tuscania, expressed deep regret, but refused to make further comment.

M. Tardieu's Address

M. Tardieu began his address with a discussion of American and French ideals, but soon came to an exposition of the effort which French has made and is still capable of making.

"What we have suffered, you know," said the speaker. "Nearly 20,000 square kilometers of our country, the richest and the most productive, are in the hands of the enemy. Our population, diminished by the invasion of our northern territory, amounts only to 35,000,000 inhabitants. A little over 1,000,000 have been killed in battle. Nearly 1,000,000 have been maimed and definitely invalided out of the war. Would you care to know the present strength of the French Army? Listen:

"Officers and soldiers mobilised on Jan. 1, 1918, not including the native troops from the colonies and the workmen in the factories, amount to 4,725,000 men, of whom nearly 3,000,000 are in the army zone.

"That is the number: do you wish to judge of their quality? The extent of the western front is 755 kilometers. Belgians hold 25, English, 165; French 565. We hold, therefore, three-quarters of it. We have in front of us eighty German divisions, that means two-thirds of the German first-line troops, and more than half of the German reserve divisions. The Germans do not intrust to any one of their divisions a front larger than six kilometers, ours often hold nine kilometers each.

"Americans who leave for France these figures tell you what you will find over there; a country which has terribly suffered, but hardened to war and made greater by its sufferings; a country where our men in the line, thanks to the prodigious intensity of our mobilisation, are more numerous than in 1914, a country which is neither unnerved, exhausted, nor bled white, a country which wants to vanquish and has the intent to vanquish.

Great Work for Freedom

"Some more figures, if you please! What about our guns? We have in the line 15,000 guns of every caliber, and every day more than 300,000 shells are turned out by our factories. To get those guns, to produce those shells, we created an industry which did not exist before the war, and which has enabled us not only to arm ourselves but also to arm our allies.

"Without speaking of what we manufacture for you, and that is several hundred guns a month, we have during the last three years given to our Allies in Europe 1,250,000 rifles, 15,000 automatic rifles, 10,000 machine guns, 800,000,000 cartridges, 2,500 guns, and 4,750 airplanes.

"And the day when faithful Italy found herself in peril—a peril which is now averted—within a few hours we brought to her front the troops which prove the unbreakable brotherhood of our alliance.

"Gentlemen, that is France, such as you must know her, you whose children are already fighting on her soil. Such is France, who for three years has awaited you, certain that you would come. You have come. How are you standing now? What have you done to prepare the immense effort which is imposed upon you? That is the second question which I would like to consider tonight.

"This question, you know I am in a good position to answer, as I have cooperated for nearly ten months, hour by hour, with every part of your war organisation. This question, I am answering at once with one sentence, with one word. What you have done is magnificent, worthy of your allies, worthy of yourselves.

Some Achievements In Detail

"To take a right view of the work you have achieved one must trace back the last few years. What was at that time the American gospel? No war risks; no mixing in European conflicts; no compulsory military service; a very small army; a minimum of Federal legislation, leaving to local communities and to the individual a maximum of liberty. Within a few months, within a few weeks, war, which German imperialism imposed upon you, as it had imposed it upon us three years ago, compelled you to modify your ideas, your laws, your ethics, and to arm yourselves for the battle.

"First, the American Army. To recruit it, in spite of the reluctance caused by a century-old tradition, you did not set back before the radical measure of draft. In less than a month the decision was taken. With the co-operation of a national discipline which never gave way, the draft has been enforced on the whole territory without any trouble. No event of wider import has ever taken place since the beginning of war.

"In April, 1917, you had 9,524 officers and 202,510 men. You have now 110,000 officers and 1,500,000 men, and the number of your men in France at the present moment is notably in excess of the establishment of your army nine months ago.

"To equip this army with guns and airplanes, you called upon your allies for the supply of your immediate needs, and you started simultaneously a program of American manufacturing. Some people, in Europe as well as here, have been wondering why you should not, in that respect, have done everything by yourselves. This criticism shows that those people ignore firstly what time means in war, and secondly, how infinitely complicated is the industrial war organisation which from the very start is required by an extensive production of ordnance and aviation.

"As regards aviation, the results already obtained in the United States are, in my opinion, above all expectations. Within six months you have brought out the Liberty motor, which, if not of higher value than the best existing types, is equal to them, and once standardised will be manufactured in large quantities; by the thousands. On the other hand, my technical experts declare that the organisation of your aviation school is excellent in general, and that almost everywhere your pilots are now ready, after a final training, to start their work on the battlefront.

Ample Supplies For Our Armies

"As regards ordnance, the adoption without any modification of our various types of guns would certainly have saved some time to the benefit of the American production, and some delays may be the consequence of the improvements you are looking for, always, and rightly at that, aiming at better results. But as we have agreed, it was understood that you should supply and transport to France the necessary raw materials; we will under such conditions, be able, in France, to deliver to you before July 1 enough guns thoroughly to equip twenty of your divisions. The situation, therefore, is completely safe in that respect.

"I have thus roughly drawn the results of the military effort of the United States for a period of less than ten months. I do not believe that any impartial man would say that this effort is now completed, but I declare that any impartial man must admit its wonderful extension and its splendid achievements.

"Let us consider the financial help. The Allies have received from you in ten months $4,246,000,000. To grant them this help without interfering with your own needs Congress has authorised expenses to the amount of $22,000,000,000. Let me assign to this financial co-operation the first rank which it deserves; I know by experience, and knowing it I want to say it, because, in my opinion, secrecy ought to be a thing of the past, because our democracies want to know in order to will—I know with what extreme difficulty at the beginning of 1917 the allied powers succeeded in finding money in New York by the old methods.

"Money was the first condition. But it was not sufficient. Indeed, for lack of a general organisation of production, the United States and the Allies would have competed with each other in every factory, and sterility would soon have resulted from this anarchy. In this respect I may state—and no one can be better informed than the representative of one of the allied countries—that the centralised organisation realised for the Allies by the War Industries Board and the War Purchasing Commission is excellent in every way.

Saved Millions In Supplies

"Thanks to it, and without embarrassment to the manufacturers supplying the American Army, the Allies obtained two important results. The first is that they pay materially less for what they buy here. The second is that they succeeded in placing orders which, in the previous period, could not have been placed at all. The simple and clear system put into practice in the month of September last is entirely satisfactory to us.

"American aid to the Allies has taken still other forms. Time is lacking to give a detailed account of them. I wish however, to mention the methodical and sustained action of the Food Administration, the Railroad Administration, the Shipping Board, the Fuel Administration, the War Trade Board. I am in daily touch with all these boards. I know the difficulties that they have to contend with. I know the results that they achieve.

"During the month of December last the High Commission called the attention of the Shipping Board to a crisis affecting very seriously our supply in gasoline and oil for the first two months of 1918. Today the measures taken by the board allow me to state that this imminent peril is absolutely overcome for those two months.

"Last Jan. 17, when arriving in New York, I found thirty-seven ships unable to sail for France on account of lack of coal. On Jan. 18 the restriction orders for coal were issued by the Fuel Administration and when I left New York on the 22nd all our ships had coal.

"More recently I have found myself obliged, together with my allied colleagues, to draw the attention of Mr. McAdoo and Mr. Hoover to the insufficient arrivals of cereals in the American ports. I am convinced that the measures which were immediately studied and decided upon unanimously will bring for the next month a decisive improvement. Their execution has already begun.

"The war measures taken by the American Government have deeply improved the military situation, the financial situation, the food situation, the shipping situation, and if there still remains something to be done—and there always will be something to be done until victory is achieved—I say that the results already accomplished are immense and conclusive.

"Judging things as a whole, I declare without any restriction and without any reserve that by its war policy the United States Government has well earned the praise of its allies and of civilisation, for which we are fighting together."

Tumulty For Senate?

Joseph P. Tumulty, President Wilson's secretary, has been mentioned as a possible successor to Senator William Hughes, of New Jersey. It is reported that Governor Edge, of New Jersey, will appoint him to serve out the term.

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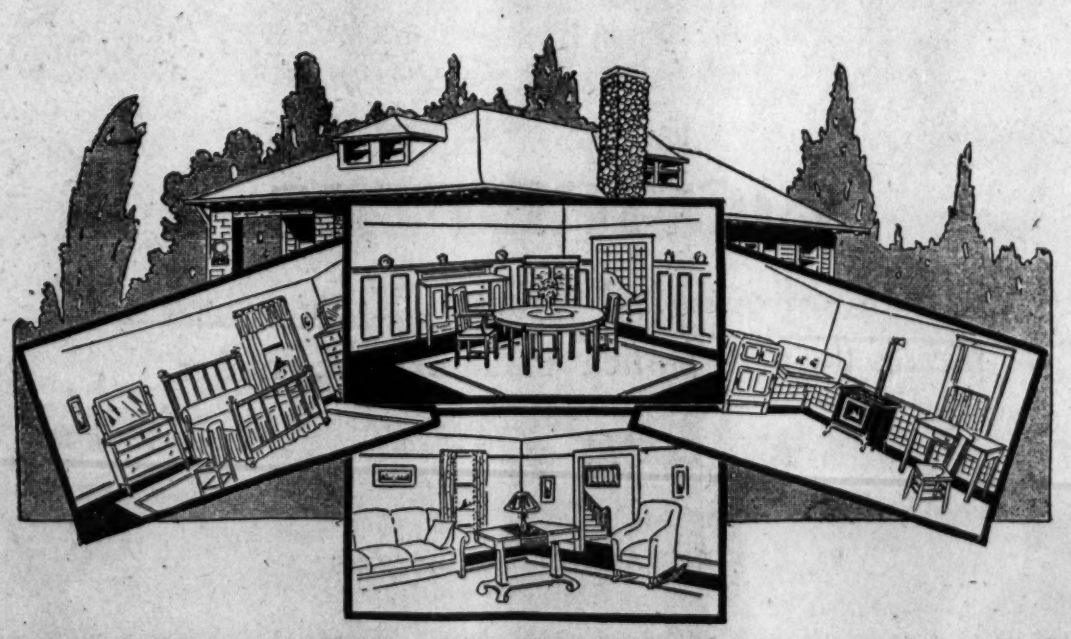

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SEE NO PEACE BASIS IN CZERNIN SPEECH

Washington Officials Get From Berne A Version Of Recent Vienna Utterance

DIFFERS FROM OTHER TEXTS

Taken To Mean That Germany's Grip On Belgium Will Be Defended

Washington, Feb. 6.—No real basis for early peace appears to be afforded by the speech which Count Czernin, the Austro-Hungarian Foreign Minister, delivered in the Reichsrat on Jan. 28, the full text of which has been sent to the State Department by the American Minister at Berne.

If the version received here today is authentic, and it is regarded as such by State Department officials, in view of the fact that the American Legation at Berne sent only one version and indicated that it was looked upon as authentic, Count Czernin made the declaration, as interpreted here, that Austria-Hungary, however anxious for peace, was prepared to go the limit in defense of her German and Turkish allies in regard to the holding of occupied territory.

The bulk of the Czernin speech deals with the attitude Austria toward the effort to obtain a separate peace at Brest-Litovsk with the four Governments in Russia. These are designated as the Russian Governments of Petrograd, Ukrainia, Finland, and the Caucasus. Ukrainia is described by Count Czernin as "the newly created great State." The Petrograd and Ukrainian Governments were represented in the Brest-Litovsk conferences and the Governments of Finland and the Caucasus were not. Count Czernin made it plain that the purpose of the delegates of the Central Powers in the Brest-Litovsk conferences was to make a peace with Ukrainia that would assure the shipment of Ukrainian grain and other supplies to the Central Powers.

"The question," he said, "is not one of imperialistic or annexationist plans and intentions, but is to assure our population a finally deserved reward for steady holding out and give it those foodstuffs which it will gladly accept."

Count Czernin said that "the way to help out the population is by concluding peace with those Russian Governments which have for export a quantity of foodstuffs," and that "we can and will hold out even without this aid, but I know my duty commands me to attempt everything to lessen suffering of our population."

Declaration Upholding Berlin

The Foreign Minister asserted that his own view that the effort for a general peace "is maturing and is only a question of our holding through" had been "strengthened by the peace offer which the President of the United States has made, for in fourteen points Mr. Wilson develops the basis on which he attempts to bring about a general peace."

The most important part of Count Czernin's speech, as has been emphasised, is that in which, dealing with President Wilson's statement of war aims, he said that Austria was determined to go "to every extreme," as far as President Wilson's war-aims speech affected the allies of the Vienna Government and the German "holding of Belgium." This extract in the version received by the State Department is in these words:

"But I do not hesitate to say that I find in the last proposals of President Wilson considerable approach to the Austro-Hungarian point of view, and among his proposals are some to which we agree with great pleasure. If I shall now be allowed to discuss these proposals in greater detail I must say two things in advance: As far as these proposals relate to our allies, and in them there is mention of the German holding of Belgium, and of the Turkish Empire. I declare that, faithful to the duties of the alliance which I have accepted, I am determined to go to every extreme in defense of our allies. The state of property (of) our allies before war we shall defend as our own. This is the point of view of the allies in complete reciprocity.

"Secondly, I should say that I must refuse politely but definitely any advice as to how we must govern our interior. We have a Parliament in Austria elected by common, equal, direct, and secret suffrage. There is no more democratic Parliament on earth, and this Parliament, in conjunction with other constitutionally authorised factors, alone has the right to decide the internal affairs of Austria.

"I speak only of Austria because I am speaking in the Austrian delegation and not about the internal affairs of the Hungarian State. I should not consider that constitutional. We do not interfere in American affairs, but we wish as little foreign guardianship by any other State."

Omission By Wolff Bureau

This differs in translation from the version sent out by the German Wolff Bureau to England and America, but the idea conveyed by the Wolff Bureau that Austria would stand behind Germany in the latter's attitude with respect to Belgium is held here to be similar, except that the Wolff Bureau did not carry correctly the sentence which in the State Department version reads: "The state of property (of) our allies before war we shall defend as our own." The Wolff Bureau version read:

"I think there is no harm in stating that I regard the recent proposals of President Wilson as an appreciable approach to the Austro-Hungarian point of view, and that to some of them Austria-Hungary joyfully could give her approval. But she must first lay down this principle—that in so far as these propositions concern her allies, whether in the case of Germany's possession of Belgium or in the case of Turkey, Austria-Hungary, faithful to her engagements to fight to the end in defense of her allies, will defend the possessions of her allies as she would her own. That is the standpoint of our allies, in regard to which there is perfect reciprocity."

A despatch from London printed today credited the Vienna newspapers with having printed the vital sentences of this section in the following language:

"So far as these propositions concern allies, whether in the case of German possessions, Belgium or Turkey, Austria-Hungary, faithful to her engagements, will go to the extreme in defense of her allies. She will defend the pre-war possessions of her allies as she would her own."

Present Crisis Will Reveal The Real Friends Of Russia

Those Who Have Patience And Stand By Her In Adversity Will Not Lack Reward In Future

By Major-General Victor Iakhontoff (*Russian Military Attache at Tokio*)

General Iakhontoff wrote this article for The Japan Advertiser of March 14, to explain the feelings of intelligent and patriotic Russians in the present crisis. He is soon leaving Japan for America and Europe, where he will see if Russians who still want to fight Germany can be accommodated in the armies of the Allies. General Iakhontoff was appointed Vice-Minister of War in the Kerensky Ministry just before that Government fell. H was asked to accept the post of Minister of War in the Bolshevik Government, but declined.

The communication which has appeared in the local press that I am leaving Japan in the next few days and that I am going through America and England to Russia is correct as to the fact but leaves ground for different comments. I think it therefore my duty to give some explanations of this departure. I am certainly going to Russia, as every Russian who sincerely loves his country—and it is only the man who does not know Russia or has no faith in her who is able not to love her—will sooner or later return home and try to do for his country all that is in his power. Before returning home, however, I intend to stay in America and Europe, but as to the term I cannot decide for the moment and it is possible that I shall stay abroad until the end of the war. I am willing to offer all my knowledge, experience and even my life for the common cause of the war which had been begun so well and beautifully by us Russians shoulder to shoulder with the Allies for aims which were and are so dear to every Russian. I shall certainly try by my work first in America and then in Europe to demonstrate as forcefully as my weak abilities will permit that the Russian people has not betrayed the common cause and that the Russians have not renounced and do not refuse now to fulfil the duties which have been imposed upon them not only by inviolable treaties but also by the sincerity of their sympath for the ideal which animates the Allies in this war.

Russians Not Quitters

Of course the acute and prolonged illness of the country has absolutely excluded the possibility of continuing the fight on the same battlefields which have been moistened by the blood of millions of Russians—those fields where the proud and happy performers of their duty towards their distant Allies saw not a few bright and victorious days in spite of the horrors which they endured in the fights without arms and ammunitions, and even without food and clothing. But it would be profoundly unjust to affirm that the Russians wish to stop the war. No! and a thousand times no! Those who think so simply do not know the true situation. This is the result of the reflection of the truth through the haze of chaos and terror which surrounds the sick country and without which even many Russians are not able to look at what is going on in their country.

Everybody who knows the history of Russia is acquainted with her manyfold crises when the country was on the verge of ruin, being torn by civil war and menaced by partition From each of these crises Russia emerged successfully by her own inherent strength, and remained not only intact but also renewed her life with even a stronger vitality.

And thus not only Russians but all those who know Russia well always will believe in her. But it is evidently easier to draw deductions from the facts of the past than to predict the future, in view of the unsettled and menacing present conditions which kill all hope in those whose faith is weak; hence arise pessimistic prognostications of those who are tired, all those who have suffered, who have been offended, or who simply do not know. But those whose faith is burning and whose heart is full of the wish of a happy future for their country, can not keep silent but must cry out their faith.

'Intelligentsia' Blamed

Their task is an immediate task as it is impossible to fight the illness without creating a new organisation, and it is impossible to organise anything without a firm basis. The task is heavy and it is quite clear that in such conditions a benevolent attitude, sympathy and aid is most necessary. In a more difficult position than anybody else, than even foreign sympathisers, is that part of the Russian people which calls itself the "intelligentsia." Their unspeakable guilt, with a few exceptions, consists in having forgotten their own countrymen, leaving them in the darkness of illiteracy so that in their stubborn search for beauty and truth they widened the separating line between classes and masses into a chasm. Of course, this impassable chasm created by centuries could not disappear in the first several months after the revolution during which the intelligentsia began to understand that the goal of "equality and fraternity" was unattainable as long as there existed that profound abyss.

A Vast Gap

And so all the best, and noblest element of Russia which had always been fighting in the first ranks for a better future for their country, having not known enough to approach in time the masses of the people, proved alien and incomprehensible to their own countrymen. The people, like an army standing far off and waiting for the time to fight, did not know all the sacrifices which had been offered for them by their best fighters somewhere in a far distant struggle; and when they rose themselves and these representatives of their "intelligentsia" gathered around them for a close collaboration the people thought that the "intelligentsia" had not performed their duty and would not be able to do so in the immediate crisis. Being too late for any agreement the people, who easily passed over the barrier of the political revolution with the aid of the "intelligentsia," turned to economical conquests, carried away by utopists to at present inaccessible social ideals. The people crushed the "intelligentsia," because the two elements could not understand each other. So the intelligentsia was left helpless, impotent to explain anything or to assist. Yet the organisation of the forces is bound to be accomplished, a mutual agreement will be attained, although may be not as soon as one could wish. But at the present moment there is no place in Russia for the work of many Russians who would be only too glad to work for their country.

Among those who under the present conditions cannot work within their country are all the numerous Russian officers who would like to fight and who cannot. To everybody who wants to see the truth it is obvious that at present the war cannot continue on the Russian front. From that fact an important deduction is drawn. It is of the greatest importance to help the many, many Russians who are not only ready, but who are eager to continue the war shoulder to shoulder with the Allies. They should be helped to enter the ranks of the Allies perhaps by organising special Russian volunteer corps. This would give them an opportunity to express the will of the whole Russian people, who though sick and exhausted, abhor the "peace" of the Bolsheviki and want to "carry on."

Be Patient With Russia

I am sure that every man of whatever country, could he understand the tragedy which is being borne by this nation of idealists, would show them true sympathy. He would realise that Russia is exactly like Bogatir, the hero of a Russian myth. That is to say, this open-hearted hero, of almost naive nobility, is now down, he cannot rise to his feet, stretch to his full height and exhibit his former strength and daring. But he will recover, again he will be strong, and then he will be able to thank those who during his almost mortal disease did not jog him to his grave but supported him and showed him real friendliness.

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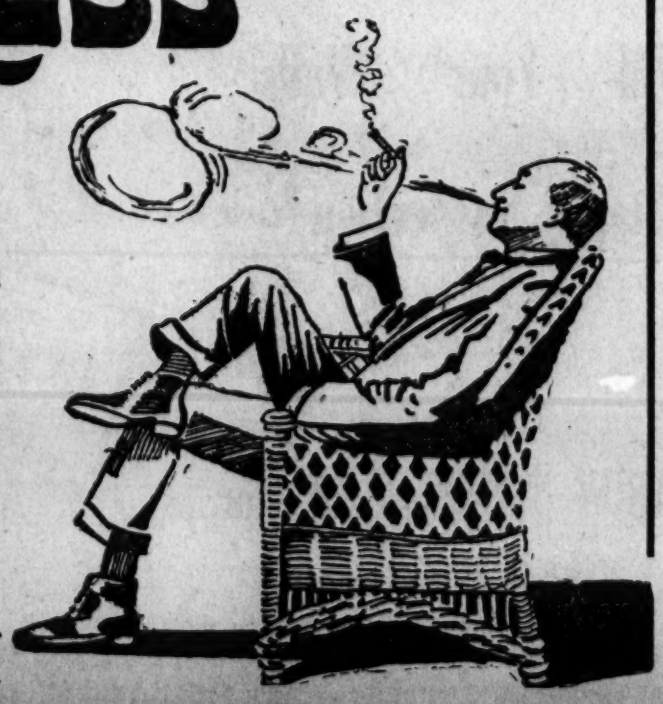


HOPE OF DEMOCRACY FEEBLE IN GERMANY

Only 'Outside Events' Can Give The Movement Real Vigor, Says Observer

EVEN MINOR REFORM DENIED

Parliamentarism On Which The Issue Centers, Is Obstructed On Every Hand

By Hermann Rosemeier

(Formerly of the Berliner Morgenpost and for many years a reporter "covering" the Reichstag.)

New York, February 17.—It is doubtless true that the wishes of the Entente nations, and especially of President Wilson, coincide with those of the German democrats in one particular, however they may differ in others, namely, the desire that Germany shall at least become a democracy, even though it may not be possible to make a republic of her.

It is not my purpose to discuss here the various degrees of democratisation. It might be said that these are quantitative, not qualitative, distinctions, and have more to do with form than with the substance.

Against this an objection can certainly be raised, which ought to be intelligible at least to the German Majority Socialists. In F. Engel's polemic against Eugen Duhring, a catechism of Marxism which is still looked up to today as canonical, the "transformation of the quantitative into the qualitative" (following the terminology of Hegel's philosophy) plays a great role. To put the matter concretely: How far democratisation goes, in the last analysis, is not solely a question of degree. If democratisation goes so far as even to place effective limitations upon the power of the military monarchy and the Junker caste it involves and changes the essence of the Prusso-German State.

In this case it is qualitative in nature. But, on the other hand, if democracy only succeeds in making a few small additions to its strength, without fundamentally limiting the militaristic - junker - bureaucratic power, the change is then solely quantitative. The number of democratic institutions undeniably existing in Germany (including the Reichstag suffrage law the South German Landtag suffrage law, and the social legislation) is thus increased without making any change in the essential nature of the empire, as predominantly militaristic and aristocratic.

Fight Centers On Parliamentarism

Improvement in the right of labor to organise, repeal of special legislation imposing disabilities and disqualifications upon the Poles and the Jesuits, democratisation of the Hanseatic cities, reform of the Saxon upper house (at present already under preliminary consideration)—these are advances of this sort in German democracy, and while gratifying in themselves they are only quantitative.

Of considerable greater significance will be the introduction of the Reichstag suffrage law in Prussia and the modernisation of the Prussian House of Lords, if they eventuate. But so far these reforms have not been put through. Even suppose they are adopted, they would still be merely quantities in nature, although they undoubtedly mark an important advance toward the point at which, in Hegel-Marxian terms, "the quantitative shades into the qualitative."

A more or less clear recognition of this fact is beginning to spread in Germany; indeed, it has already established itself. The rallying point of political warfare within Germany is no longer the question of Prussian suffrage rights, but of the parliamentarisation of the Imperial Government.

What Maximilian Harden said years ago to Theodore Barth, the gifted leader to whom German democracy owes so much, and who died long before the war, sad to say,) is no longer a challenge but a fact: "The question is not whether Prussia's suffrage is more or less democratic nor whether the grain traffic is a few marks higher or lower, but whether henceforth the empire's policies, especially in foreign affairs, are to be shaped with or without the participation of the Reichstag." That is the great question on which hinges the future of the empire.

Little Gained So Far

What has been gained in this direction so far?

Theodore Wolff, in the Berliner Tageblatt, answers this question with the short but pregnant word "nothing." I for my part do not go so far, but insert before "nothing" the qualifying word "almost."

Had the defeat of the democratic movement been due solely to the opposition of the militaristic-monarchistic-bureaucratic forces, there would be no reason for pessimism. The bloody pages of this world war show how difficult it is for offensives to reach their goal at the first attack.

Let us keep to this analogy. The weakness of the German democratic movement lies in the difficulty of presenting a united front.

For a time, to be sure, it looked as if a phalanx could be massed together which would reach from the farthest member of the Left into the ranks of the Right and would embrace Social Democrats, Progressives, National Liberals, the Center, Polish constituents, and even some elements of the small-town people, of the small farmer, the Christian proletariat, and independent elements of the Right.

A certain heterogeneity is the traditional weakness of all great coalitions. When the elements are too dissimilar, coalitions are in constant danger of going to pieces. In such cases only strenuous emphasis upon the idea which forms the common bond of all can hold them together.

Aid Of Centrists Sought

It is well known that in France (Combes-Telletan period) and in Italy (Zarnadelli-Giolitti period) the attempt was made to rule with a radical-socialistic bloc. Experience showed that the fundamental differences which exist between the most advanced popular Democrats and the most moderate Socialists in reference to social and economic problems endangered the capacity of any such bloc of the Left to continue in power.

But the German case is not even to be confined within these limits. If German democracy is to have any prospect of success at all it is absolutely in need of the elements against which the bloc of the Left directed its policies in France, and to a certain degree in Italy also—the Catholic, or clerical elements. The Center, although by no means free from aristocratic influences, undoubtedly represents the preponderating support of South German democracy. It is no easy task to take Grober and Erzberger of the Center Democrats and line them up with the Kultur-kampf Free-thought Democrats of the Miller-Meiningen stamp.

When we turn to the National Liberals, we find conditions even worse. To be sure, the advocates of a democratic readjustment—provided it doesn't go too far—predominate in the National Liberal section of the Reichstag, in spite of the tremendous influence of big business. But imperialism and the thirst for annexation is stronger in the National Liberal Party and section than the demand for a democratic readjustment. On this account, as is well known, the National Liberals split off from the Reichstag majority in the so-called "peace fight."

The progress of the vanguard of the Reichstag majority, of Social Democracy, has been badly crippled by this schism, which the war and its consequences has wrought in their ranks. The splitting off of the section of independents is not the only result of this. Inside the majority section a steady fight goes on quietly, but for that reason no less violently, between the "Social Patriots," who want no annexation, and the Social Imperialists, who are very much in love with the idea of possible "alliances."

Even the People's Progressive Party has the poison in its veins. The Heckscher and Traubians, whose frenzy for annexation grows after the fashion of a Reventlow, oppose the sincere enemies of annexation, the Gothelans and Quiddeists.

Obstacle In Federalism

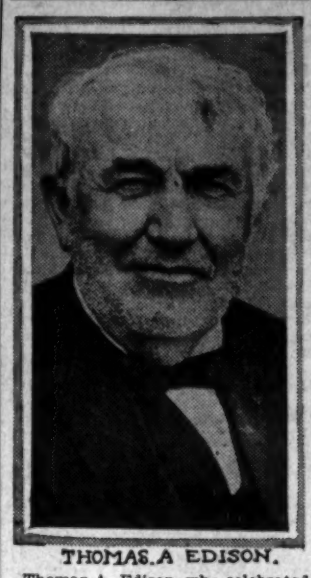
Among all these occasions of the Reichstag majority inner weakness still another can now be found: The character of the constitution of the Empire as that of a federated State. It is, of course, pure hypocrisy if the reactionaries hide their hate for democracy behind a pretext of solicitude about the federative character of the Empire. On this account, however, there is no lessening in the antithesis between the Socialists who are centralists on principle and the Catholic democrats who upon principle also are federative.

Like the Catholic democrats of Switzerland, so the Catholic democrats of Germany oppose increased centralisation, characteristically a minority by reason of their religion. The organ of federalism in Germany is the Bundesrat. The tactics of the Conservatives have been to represent parliamentarisation of the Imperial Government as a strengthening of the Reichstag at the expense of the Bundesrat; in other words, as a weakening of federative elements in favor of centralisation.

Unquestionably these tactics have met with success even in the democratic wing of the Center. The Center refuses to consent to full parliamentarisation and declares its satisfaction with a kind of joint Government, to include the Reichstag. Just at present they are seeking a form in which this partnership is to be cast. The much-discussed commission of seven is the first experiment. Students of German political history will be disagreeably reminded of the groping experimentation at the time of the late Emperor Maximilian I. when a separation of the imperial administration between the Emperor and the estates of the empire was sought after.

Let me sum up: The difficulties opposing a parliamentarisation of the German Imperial Government are great; the chances that these difficulties will be overcome unless outside events hasten the process are limited, not to say slight. In no case can the democratisation of Germany be counted as a sure factor in political reckoning.

Thomas A. Edison Now Three-Score And Ten



THOMAS A. EDISON.

Thomas A. Edison, who celebrated his seventy-first birthday Monday, February 11, working on an anti-submarine device for Uncle Sam. Since America entered the war the noted inventor has given his full working time to the solution of the U-boat problem. A few of Edison's idiosyncracies are the punching of the time clock every morning at his plant in Orange, N. J., and the drawing of his salary on Saturdays, the same as an ordinary employe.

PEACE SPIRIT IN AUSTRIA

Vienna Papers Describes It As Ruling Desire Of The Masses

Items found in Austria and Hungarian newspapers received in Switzerland shortly before the big peace strikes throw more light upon the conditions leading up to the demonstrations. The Vienna Arbeiter-Zeitung said:

"Peace meetings are being held every day in every part of Austria. They are meetings the like of which have never been seen in Austria before. The huge attendance and the passionately excited feeling reminds us of the time of our great battle for suffrage. But the appearance of those attending the meetings is entirely different than it was in those days. There are much fewer men and many more women than then—indeed, the men are at the front! And what famished, weak-looking women! The only thing still alive in these masses is the desire for peace. Everywhere the masses demand that the Governments of the Central Powers finally use the favorable opportunity offered by Russia's readiness for peace and the change of sentiment in the Entente countries for the purpose of restoring peace on all the front, a general peace.

"And he who has looked into the meetings of these masses and has observed these miserable bodies and these tortured souls will not be deceived regarding the magnitude and the weight of the responsibility that rests today upon the shoulders of those whose duty it is to bring the peace negotiations with Russia to a happy end, and to pave the way for peace negotiations with the other Entente countries. A general peace is possible if the rulers do not want any conquests or increases of power."

On January 1 the Budapest Volksstimme, the organ of the Social Democratic Party of Hungary, said in an article on the negotiations at Brest-Litovsk:

"It is the Russian revolution that brought on the sentiment for peace. It is the only factor that is trying to bring about peace. The Russian proletariat, in its efforts to put a sudden end to the wholesale murder, started the revolution, destroyed the monarchy and with it its ruler's policy of conquest, and founded the republic; and this republic wants to and will end this horrible three and a half years' world war. That is the best and noblest thing that can be given to suffering humanity as a New York's gift."

CHICAGO BOLSHEVIST RIOT

Judge Fisher Chased From Platform At Reception To Lomonossoff

Chicago, February 17.—Rioting occurred today when Chicago Bolsheviki by the power of fist and lung took charge of a meeting in honor of Professor George Lomonossoff, President of the Russian Mission on Ways of Communication, at the Douglas Park Auditorium. A riot call was sent in to the police, and a crowd of 4,000 which attempted to break into the already overcrowded hall was driven away by the use of clubs.

Judge Harry Fisher, who was slated as Temporary Chairman, was chased from the speakers' platform and forced to escape through a side entrance by infuriated men and women, who screamed, "Long live the Bolsheviki! Down with Fisher!" and advanced toward the platform shaking their fists in his face.

Professor Lomonossoff, who had arrived in the hall with several members of his commission, glanced toward the exit several times, and suddenly arose, walking behind the scenes, where he picked up his coat and hat and started out.

A girl jumped up on her chair.

"Down with the Government! We want Bolsheviki only. Give us Rodrigues," (a Socialist Alderman,) she screamed shrilly, and the crowd went wild again.

While the police fought the mob outside the building Professor Lomonossoff returned to the platform and delivered his speech.

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TEUTONS ARE HOPING TO SURPRISE GEN. HAIG

But The British Troops Are On The Alert And Calmly Confident

RIVALRY IN TRENCH RAIDS

Each Side Is Eager To Glean Intelligence From The Statements Of Prisoners

By Philip Gibbs

War Correspondents' Headquarters in France, February 12, (Delayed)—In this time, when we are waiting for the enemy to reveal his purpose and power, I find it difficult to write of the small episodes and scenes of life along the lines; nor is it wise to tell how much is known of the enemy's plans, although others with less knowledge are writing more.

The enemy wants to know what we know. For that reason he is making raids up and down the line in order to capture prisoners who may be indiscreet and chatty under the influence of German intelligence officers, who are ever so friendly and hospitable until they find there is "nothing doing" with a young British officer, captured after a fierce struggle, but cool and silent in the enemy's dugout.

I think more may be learned sometimes from the enemy's prisoners than he learns from the British—not because German officers are lacking in pride and honor—most of them are very taciturn under examination—but because so many of the German soldiers are sick in their souls of the war, and many of them have a smoldering hatred of Prussian militarist domination.

The British raids lately have been successful in bringing back good types of prisoners. From some of these intimations are obtained of what is in progress behind the German lines. This body-grabbing business is keeping the troops on both sides on the alert all through the day and night; for it is impossible to foretell where the next dash may be made, and the enemy is especially nervous, as may be seen by his lavish use of night rockets and his sudden spasms of machine gun fire whenever one of his sentries sees visions in No Man's Land.

Germans Hope To Surprise Foes

I believe the enemy is preparing a surprise attack and is hoping at least to surprise the British as to the time and place. In spite of his advertising the coming offensive for demoralising propaganda, he presumes on our ignorance. He believes he will catch us napping and roll up our lines by the rapidity and force of his blows. I do not think he will carry out this surprise. In spite of all his secret preparations away back in his training centers and his movements of troops by night and the things hidden in his woods, the British know more than he thinks they know, and, although they do not underestimate the forces he is massing against them, the serious increase of his gun power, and the ability of his generalship, their preparations have been made to meet the shock of battles which may decide the fate of Europe.

There is one thing I do not fully know: I do not know precisely the moral strength or fighting quality of those German soldiers who are now being put through hard training far behind their lines, and of those who, having been trained, are moving nearer to the battlefields in which they will be put to the test of fire. Do they believe in a decisive victory? Are they eager for this supreme and bloody sacrifice of their youth in the last desperate effort to break the western front? Are they untouched by that spirit of revolt which stirred the German people a week or two ago—their fathers and their brothers—because they saw no end to all this blood and agony under the rule of their tyrants.

Sure They Can Stop Germans

Unless the enemy's best hopes are fulfilled and out of the first storms of the assault he wins a great and striking advantage, I believe in my soul that large number of his men will refuse to be driven forward into the shambles of prolonged and indecisive fighting such as that which characterised the battles of Verdun, nor do I doubt that even the German high command itself will be scared at the rage of the people if its first assaults fail and the null rush of all their legions is stopped by impenetrable lines, as in September of the first year of the war, along the banks of the Marne.

I know the British lines, and I know the British soldier. In the last week or two I have been moving about the front, talking to officers and men in their messes and in their dugouts, and among them all I found absolute faith that, whatever happens, the enemy will fail in his supreme effort. He may have local successes here and there; the British may have to give up small portions of ground to him. When sufficient masses of guns are concentrated on a line of trench that line must be obliterated. It would be a lying thing to pretend that this threatened German offensive is not to be taken seriously; but throughout the British armies there is a certain belief that the enemy will be shattered against their defensive systems and will not achieve a decisive success.

First Christian Science Chaplain In U. S. Navy

RICHARD J. DAVIS.

Richard J. Davis, a Boston Christian Scientist, has been appointed by Secretary Daniels as the first Christian Science chaplain in the Navy. Chaplain Davis has been connected with the Christian Science Monitor of Boston for several years.

KIPLING DEMANDS PEACE WITH VICTORY

Nothing Less, He Asserts, Can Save World From Slavery Under The Germans

CIVILISATION IS AT STAKE

Democracy And All Else We Cherish Will Be Lost If Foe Is Victorious

London, February 16.—Rudyard Kipling, speaking at Folkestone yesterday on the war aims that confront the world and the true meaning of German militarism, said:

"At the present time all the powers in the world that have not been bribed or bullied to keep out of it have been forced to join in one international department to make an end of German international thuggery, for the reason that if it is not ended life on this planet will become insupportable for human beings.

"Nine-tenths of the atrocities that Germany has committed have not been made public. Until the veil is lifted after the war we shall have no conception of the range and system of those atrocities.

"So long as the Germans are left with any excuse for thinking such things pay, can any peace be made with them? None, for our hearts, our reason, every instinct in us that has lifted us above the mere brute, shows us that the war must go on. Otherwise the earth would become a hell without hope.

"The representatives of the Allies meet together from time to time and lay down what the war aims of the Allies are. From time to time our statesmen repeat that they all agree. We are fighting for freedom and liberty, for the right of small States to exist, and for nations to decide for themselves how they are to be governed. All this we understand and perfectly believe.

"That is the large view of the situation. What is the personal aspect of the case for you and for me? We are fighting for our lives, the lives of every man, woman, and child here and everywhere else. We are fighting that we may not be herded into actual slavery, such as the Germans have established by force of arms in large parts of Europe. We are fighting against eighteen hours a day of forced labor under the lash or at the point of bayonet, with a dog's death and a dog's burial at the end of it. We are fighting that men, women, and children may not be tortured, burned, and mutilated in public, as has happened in this town [referring to air raid murders] and hundreds of others, and we will go on fighting till the race which has done these things is in no position to continue or repeat its offense.

Only Victory Or Defeat Possible

"If for any reason whatever we fall short of victory—and there is no halfway house between victory and defeat—what happens to us is this: Every relation, every understanding, every decency upon which civilisation has been so anxiously built, will go, will be washed out, because it will have been proved unable to endure. The whole idea of democracy (which at bottom is what the Hun fights against) will be dismissed from men's minds because it will have been shown incapable of maintaining itself, together with every belief and practice that is based upon it. The Hun ideal, the Hun's rootnotions of life, will take their place throughout the world.

"Under that dispensation man will become once more the natural prey, body and soul, of his better-armed neighbor. Women will be mere instruments for continuing the bread, the vessel of man's lust and man's cruelty, and labor will become a thing to be knocked on the head if it dares give trouble, and worked to death if it does not. And from this order of life there will be no appeal, no possibility of any escape.

"This is what the Hun means when he says that he intends to impose German Kultur, which is the German religion, upon the world.

Denounces Pacifists As Foe's Agents

"This is precisely what the world has banded itself together to resist. It will take every ounce in us; it will try us out to the naked soul. Our trial will not be made less by earnest advice and suggestions that we should attempt some sort of compromise, which means defeat, put forward by Hun agents and confederates among us. They are busy in that direction already, but be sure of this: Nothing we may have to endure now will weigh one featherweight, compared with what we shall most certainly have to suffer if for any cause we fail of victory."

LIEUT. O'BRIEN LECTURES

Aviator Describes How He Escaped From The Germans

New York, February 14.—Lieutenant Patrick Alva O'Brien of the Royal Flying Corps, the American aviator who was captured by the Germans and subsequently escaped by jumping from a car window, after which he "crawled" for seventy-two days, finally landing in Holland, told the story of that escape to an audience which crowded Carnegie Hall last night. It was Lieutenant O'Brien's first appearance on the lecture platform. The United States had been at war five months when Lieutenant O'Brien was captured, and because he was an American and supposed to know something about the military activities of the United States he was subjected to a series of "third degrees" by officers of the German Intelligence Service. They did not get anything but "back talk" from the Illinois flier.

"The man who questioned me was the same German," said Lieutenant O'Brien, "who acted as interpreter for Casement when that Irishman was plotting against England in Germany. One of the officers said that it would be impossible for America to play any important part in the war. He said the maximum number of men the United States would ever be able to ferry over the Atlantic was about 250,000. I told him that he was in for a rude awakening, and that before it was all over he and the rest of the Germans would think that "all hell had crossed over."

They also referred to the Vaterland, and O'Brien told them they would live to see that ship bring Americans against them by the thousands. The day he sailed from Liverpool for America, O'Brien added, he saw the Vaterland steam into that harbor with her decks crowded with cheering American soldiers. O'Brien was unconscious for twenty-four hours following his fall from an altitude of about 8,000 feet into German territory. When he regained consciousness he was in a hospital with a German doctor seated by his cot. The doctor asked him if he was an American, and when he nodded his head the doctor said: "I would take you out and shoot you, for you are just a common murderer."

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CITY OF YANGCHOW INTRODUCES REFORMS

But Better Launch Service To Connect With Trains Is Still Needed

China Press Correspondence

Yangchow, March 18.—During the last few months a great many improvements have been inaugurated throughout this city. Several miles of drains have been repaired, much new paving laid down and a great deal of general cleaning up has been done. A service of rubber-tired rickshas has been introduced and will probably be permanent, as it seems popular. It is said that the spirit of improvement has been encouraged by the chief magistrate or mayor of the city, who has been in office here for several months. He is said to be a Christian, but has not affiliated himself with any of the local churches.

Near the city there has been established an institution for the encouragement of silk production in this section, by an exhibition of new and efficient methods of sericulture. Some silk has been produced here in the past and as the mulberry trees grow well, there might be more produced.

That very profitable business, the launch service between Chinkiang and this city, has again lapsed into a highly unsatisfactory condition, by the forming of a combine of all the companies operating launches. No regard whatever is paid to the convenience of the traveling public, and it seems to be a special concern of the combine to cause their passengers to miss the due connections with trains in Chinkiang. These connections are generally missed by from five minutes to half an hour, though there is no reason whatever why the launches should not leave Yangchow in plenty of time for passengers to take the 1.30 train for Shanghai, or even the 1.00 o'clock train for Nanking. The launches leave this city from one to two hours after their announced starting time, with the results complained of, that trains are missed by margins exasperatingly narrow. Whether this disregard for passengers is in the interests of inn-keepers in Chinkiang, or is merely a matter of gross carelessness, is not known.

And the interests of the railway service will never be met until the railway itself establishes its own launch service between Chinkiang and Yangchow, with a schedule in its own interests and thus also in the interests of its passengers; which would be highly profitable withal. For the service is enormously profitable, though it must be confessed that some of this profit is due to the great overcrowding of the passengers on the launches. The writer on a recent trip counted the passengers on a certain launch, and found nearly forty per cent more passengers than their license permitted. But it remains unquestionable that a railway launch service would be very profitable and a public benefit.

'JAWBONE' IN THE ARMY

Addition To American Slang, The Meaning Of Which Is Credit

The army camps have added another word to the vocabulary of slang, "jawbone," meaning credit.

"Did you pay cash for the uniform, Bill?"

"No; it's jawbone," meaning that he bought it on credit.

"We're taking up a collection to buy a present for the Sergeant," says a soldier who is going through the camp with a subscription paper.

"I haven't got a sou," says a private.

"That's all right; it's all jawbone," says the other, meaning that credit will be given for the amount until pay day.

"Say, yu can get jawbone puttees down at so and so's," says another, meaning that a certain store is selling leather puttees to the soldiers on credit.

The word "jaw," meaning to scold or talk offensively has been in common use so long that it is in the dictionary as a regular word; but at first it was pure slang.

"She jawed so much I couldn't live with her," testified a man who was suing for a divorce. It is an expressive word, as all slang words are, and when a man speaks of a jawing woman your mind's eye visualises her at once, her jaw wagging busily as she scolds.

"Slack jaw" is another vivid expression. "Don't give me any more of your slack jaw," Champ Clark exclaimed to a voluble opponent on the floor of the House in a heated debate a few years ago.

"Jawbone" has leaped into instant popularity in the army camps, where nearly every one is in debt more or less for tobacco clothing, and other things. It will probably soon get into everyday slang everywhere, for it is new and vivid.—*Kansas City Star.*

Has your dog Distemper? Wash face, mouth and eyes with a solution of "BK," and put a few drops in his drinking water.

Correspondence

American Embargo On Egg Products

Editor, THE CHINA PRESS

Dear Sir,—Since publication of my views in November last, five months have elapsed and the embargo on China egg products is still in force. According to advices from our Government in Peking the American Departments of Foreign Affairs and Commerce have both been kind enough to render assistance, but the Department of Agriculture is obstinate.

It is common knowledge that for about 30 years egg products from China have always contained a small quantity of zinc but this has not prevented them from being perfectly harmless. Even the famous American food expert, Dr. Wiley, declared some time ago in THE CHINA PRESS that a small quantity of zinc contained in food is quite harmless. In spite of this the Department of Agriculture insists on enforcing its regulation. Further, I cannot understand what benefit will accrue to the Agricultural Department if a complete cessation is made of our egg business with America.

I sincerely hope, therefore, that the Department of Agriculture will reconsider the matter and take into consideration the tremendous loss that is involved for the many Chinese manufacturers and do their best to protect an industry which is developed on such a large scale in China. I beg to enclose my card and thank you for your kind insertion. Yours faithfully,

H. C. Wang.

Shanghai, March 23, 1918.

Hangchow Christian College Notes

Students of scientific inclinations have formed an organisation to be known as the Science Club. A charter membership of thirty men is announced and a capable set of officers has gone into position. The aim of the club is first hand investigation and discussion of scientific aspects which are by necessity or otherwise outside the scope of class room work.

College teachers of science are named as advisers. The formation of the club is largely due to the effort of Prof. Ming S. Lowe and its activities will be in some sense under his direction.

* * *

The semi-annual Y. M. C. A. reception to new students was held last night in the college auditorium. A variety program was presented and the usual refreshments and exchange of speeches enjoyed. The new men number twenty-five.

* * *

Spring track training has opened with cross-country runs. A squad of thirty-six is running on the various courses available. A race for the college title is set for on the first of next month.

* * *

Tin Mei-hai, formerly a member of the class of 1921, left college last week to accept a scholarship in forestry training under a provision of the Central China Famine Relief Committee. The scholarship provides for two years in the Philippine Islands. Tin will sail from Shanghai in company with candidates from other schools early in April.

Wedding

Lindsay-Arthur

A large gathering of friends, including practically the whole unit of the Light Horse, S.V.C., attended at the Cathedral yesterday to witness the marriage of Mr. H. S. Lindsay, of the Hongkong and Shanghai Banking Corporation, and Miss Nora Arthur, daughter of Mrs. Arthur of 10 Yates Road.

The civil ceremony took place yesterday morning at the British Consulate before Sir Everard Fraser and the church service was held at 4 p.m., Dean Walker officiating. The Cathedral was beautifully decorated for the occasion and was well crowded with friends of bride and groom, the latter's fellow members of the S.V.C. unit attending in a body.

The bride wore a charming gown of white silk with net and silver lace. She was given away by her brother, Mr. Harold Robinson, and was attended by her sister, Miss Madge Arthur, who wore pale pink georgette with a blue hat. Mr. S. W. Forster was best man and the Messrs. A. N. Warrack, H. Herlofsen, E. R. Hooper and T. G. Drakeford acted as ushers.

A mounted detachment of the Light Horse escorted bride and groom to their future home at No. 12a Yates Road, where a reception was held, attended by a large number of friends of the young people. The newly married couple will leave on the Siberia Maru Monday for a honeymoon trip to San Francisco.

Share Market

Messrs. J. P. Bisset and Co.'s write as follows in their report for week ending March 21:—

Business during the past week has been fairly brisk although activity still continues to be mainly centered in Cottons and Docks. Cottons continued very firm during the week and the following rises on last week's closing rates are recorded:—Internationals Tls. 100 to Tls. 105, Laou Kung Mows Tls. 74 to Tls. 78, Shanghai Cottons Tls. 137 to Tls. 139, Yangtszepoos Tls. 8.70 to Tls. 8.90. The Cotton shareмarket closed somewhat quieter but rates show no disposition to recede. Shanghai Docks improved to Tls. 96¾ cash and close firm for forward delivery, a fairly large number of shares changing hands. New Engineerings closed at Tls. 14¾ ex div. and bonus Tls. 2, against last week's closing rate Tls. 16 cum. div. H. & S. Banks are steady at $585. Insurance stocks are all firm at current quotation. Langkats show no change from Tls. 14½. Rubbers generally speaking are dull with a tendency towards lower rates.

INDIAN COUNCIL BILLS

Reuter's Service

London, March 20.—Tenders for Indian Council Bills and Deferred Transfers were:—

Tenders for Bills.—Highest price, Tenders at, Receive.

Tenders for Transfers.—Highest price, 1s. 5d. Tenders at, 1s. 5d. Receive, 27%.

Deferred Transfers. — Highest price, 1s. 4d. 29/32. Tenders at, 1s. 4d. 29/32. Receive, 27%.

Total amount sold during the week, Rs. 6.000.000.

Amount to be allotted next week, Rs. 6.000.000.

BAR SILVER

Reuter's Service

London, March 20.—Today's silver prices were:—

Bar Silver Spot: 43¾d. Very small offerings. Firm.

Previous quotation, London, March 19:—

Bar Silver Spot: 43¼d. Firm Limited supplies.

WOMEN FIGHTING FOR HAPPINESS.

When you get into a frame of mind that makes life seem one tiresome duty after another with no pleasure in it; when ill-health seems to take all the joy out of life and you worry over things that really are not worth worrying about, then your nervous system is becoming exhausted and you are approaching neurasthenia.

Your happiness is worth fighting for, and red blood is your best ally. It is a hopeless task to try to restore your health while your blood is deficient in quantity or quality.

To build up the blood there is one remedy that has been a household word among women for a generation —Dr. Williams' pink pills for pale people. These pills tone up the entire system, make the blood rich and red, strengthen the nerves, increase the appetite, put colour in the cheeks and lips, and drive away that unnatural, tired feeling.

The Dr. Williams' Medicine Co. has published a free bank for the guidance of the fair sex, entitled "Plain Talks." Send a post card for a free copy, addressing same to Hints Dept., 46 Holborn Viaduct, London, E.C.1.

But do not delay; begin Dr. Williams' pink pills by obtaining a supply from any dealer, or direct and post free, 1 bottle for $1.50, 6 for $8.00 from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

The only sensible way to save money and to practise economy

IS TO DEAL EXCLUSIVELY WITH

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We specialise in the following:

Provisions	Underwear
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Footwear	Etc., Etc., Etc.

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Astor House Orchestra

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Admission $3.00, including Supper

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1 Foochow Road.

FOR "HER"

BIANCHI

97 Szechuen Road

Tel. 2264

SHANGHAI-NANKING RAILWAY

TEMPORARY TIME TABLE, IN FORCE FROM MARCH 22nd, 1918

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH.....dep.	..	9.10	9.40	12.45	15.25	17.15	23.00
SOOCHOW .....dep.	..	11.22	12.30	14.55	18.25	19.30	1.08
WUSIH .....dep.	..	12.24	13.41	15.54	19.41	20.30	2.10
CHANGCHOW....dep.	6.50	13.16	13.08	16.51	..	21.35	3.10
TANYANG.....dep.	8.05	14.26	16.25	18.01	..	..	..
CHINKIANG..... dep.	8.56	15.13	17.13	18.43	..	..	4.56
NANKING.....arr.	..	..	..	..	..	..	..
PUKOW .....dep.	..	..	..	..	..	..	..
TSINANFU .....dep.	..	..	..	..	..	..	..
TIENTSIN CENTRAL.... arr.	..	..	..	..	..	..	..
TIENTSIN CENTRAL ....dep.	..	..	..	..	..	..	..
PEKING .....arr.	..	..	..	..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Express R.	Local	Night Express R.S.
PEKING .....dep.	..	..	..	..	..	..	..
TIENTSIN CENTRAL ....arr.	..	..	..	..	..	..	..
TIENTSIN CENTRAL ....dep.	..	..	..	..	..	..	..
TSINANFU.....dep.	..	..	..	..	..	..	..
PUKOW ..... arr.	..	..	..	..	..	..	..
NANKING .....dep.	..	..	9.00	10.10	16.06	18.45	1.0
CHINKIANG .....dep.	..	..	9.36	10.59	16.50	19.36	..
TANYANG ....dep.	..	..	10.34	12.18	17.50	20.47	3.04
CHANGCHOW ....dep.	7.00	..	11.28	13.36	18.43	..	4.1
WUSIH .....dep.	8.15	7.10	12.23	14.54	19.35	..	5.11
SOOCHOW .....dep.	9.35	8.08	13.41	16.08	20.30	..	7.00
SHANGHAI NORTH.....arr.	12.15	10.15	14.20	17.50	21.20	..	7.00

R. Restaurant Cars. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.50	8.10	10.50	13.15	14.40	16.20	18.10	20.45
KIANGWAN dep.	7.17	8.37	11.17	13.42	15.07	16.47	18.37	21.12
SHANGHAI NORTH .. arr.	7.25	8.45	11.25	13.50	15.15	16.55	18.45	21.20

SHANGHAI NORTH dep.	6.10	7.30	10.05	12.25	14.00	15.30	17.20	20.00
KIANGWAN dep	6.21	7.41	10.16	12.36	14.11	15.41	17.41	20.11
WOOSUNG FORTS..arr.	6.45	8.05	10.40	13.00	14.35	16.05	18.05	20.35

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sunghiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.58	18.49	....
Kasking ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Chaugan ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.65	16.05
Chaugan ..... dep.	...	....	8.04	9.48	....	11.40	15.20	17.35
Yehzah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kasking ..... dep.	...	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunghiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*8.18*	*10.33*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.	*8.35*	*10.50*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.	arr.	....	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, March 23, 1918.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate @ 108=Tls. 92.59	
@ 72.9=Mex. $127.01	
Mex. Dollars Market rate: Tls.	72.6
Dragon Dollars: native bank rate	
S'hai Gold Bars: 978 touch Tls.	272
Bar Silver	265
Copper Cash ..... per tael	1803
Sovereigns:	
Buying rate @ 4/5d.=Tls.	4.53
exch. @ 72.9=Mex.	$6.21
Peking Bar	—
Native Interest	.05

Latest London Quotations

BaBr Silver	45d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London ....Fr.	27.25
Ex. N. Y. on London ....T.T.	$4768
Consols ..... £	—

Exchange Closing Quotations

London ..... T.T.	4/5
London ..... Demand	4/5⅛
India ..... nominal T.T.	207
Paris ..... T.T.	603
Paris ..... Demand	604
New York ..... T.T.	105⅛
New York ..... Demand	105⅜
Hongkong ..... T.T.	70⅛
Japan ..... T.T.	49
Batavia ..... T.T.	231⅛

Banks Buying Rates

London ..... 4 m/s. Cdts.	4/7d.
London ..... 4 m/s. Docy.	4/7⅛d.
London ..... 6 m/s. Cdts.	4/7⅛d.
London ..... 6 m/s. Docy.	4/7⅛d.
Paris ..... 4 m/s.	631
New York ..... 4 m/s.	109⅛

Customs House Exchange Rates For March

Hk. Tls. 4.25 @ 4/2⅛			£1
„ 1 @ 575⅛	=	Francs	6.41
„ 0.89 @ 100⅛		Gold	$1
„ 1 @ 51⅛		Yen	2.17
„ 1 @ 15		Rupees	3.53
„ 1 @ —		Roubles	—
„ 1 @ 1.50		Mex.	$1.50

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The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

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Silk Market

Messrs. William Little and Co., write as follows in their report for week ending March 22:—

White Silk.—A certain amount of business has been booked for Lyons and a purchase of 200 bales M.H.Y. Tsatlee New Style is reported for America.

Tsatlees.—Gold Killing Tls. 495.

Green Kahings.—White Swan 1, 2, 3, Tls. 500 av.

Tsatlee Filatures.—Grasshopper 1, 2, 3, Tls. 650/640 av. Pagasus 1, 2, 3, Tls. 645 av. Black Horse 1, 2, Tls. 645 av. Kung Kee Mars 1, Tls. 595.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 675 av.

Steam Filatures.—Have been in good demand and full rates have been maintained in spite of the rise in exchange.

Tussah Filatures, 8coc.—Have been in some demand, principally for Europe on basis of Tls. 345 av. for Best grades Tls. 325 for Orangoutang, Tls. 305 Gold Toad.

London Rubber Market

Reuter's Service

London, March 20.—Today's rubber prices were:—

Plantation First Latex Crepe:
Spot: 2s. 6¼d. paid.
April to June: 2s. 6⅝d. paid.
Tendency of Market: Very quiet.
Previous quotation, London, March 19:—
Spot: 2s. 6¼d. paid.
April to June: 2s. 7d. sellers.
Tendency of Market: Quieter.

Stock Exchange

Transactions

Shanghai, March 23, 1918.

TODAY'S QUOTATIONS

Official
Culty's Dairy Tls. 7.00
Yangtszepoo Cotton (ord.) Tls. 8.75
Anglo-Javas Tls. 8.35
Shanghai Docks Tls. 98.50

Unofficial
S'hai Club 6% debs. @ Tls. 83.00
Laou Kung Mow Cotton Tls. 81.00
Telephones Tls. 78.50
New Engineering Tls. 15.00
Langkats Tls. 14.50

Sharebrokers' Association

Transactions

Shanghai, March 23, 1918.

BUSINESS DONE

Official
Telephones @ Tls. 78.50 cash

Unofficial
Langkats @ Tls. 14.25 cash
Langkats @ Tls. 14.50 cash

The National Commercial Bank, Ltd.
(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital $1,000,000.00
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Reserve..... *„ 12,550,000.*
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President: Baron Takayasu Mitsui.

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Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower Burma)
Haiphong	New York	
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserves ..... Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according ta arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins Esq. Deputy Chairman.
F. C. Butcher, Esq.
A. H. Compton, Esq.
S. H. Dodwell Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtao
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government ...	3,500,000
Reserve Fund	1,750,000

Head Office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Iudustrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia. Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Bank of Canton, Limited

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,382,950.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ..	$60,000,000.00
Paid-Up Capital	12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN CHANG,
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ...Yen	48,000,000
Capital Paid-up ..... „	36,000,000
Reserve Fund ..... „	23,100,000

London Bankers:
Union of London & Smith's Bank,
The London Joint Stock Bank,
Parr's Bank, Ltd.

Branches and Agencies

Bombay	London	Rangoon
Calcutta	Los Angeles	S. Francisco
Changchun	Lyons	Shanghai
Dalny	Manila	Seattle
Hankow	Mukden	Singapore
Harbin	Nagasaki	Sydney
Hongkong	Newchwang	Tientsin
Honolulu	New York	Tokio
Kalyuen	Osaka	Tsinanfu
Kobe	Peking	Tsingtau

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital .....$	300,000.00
Reserve .....$	10,000.00
Deposits (June, 30, 1917)	$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Surplus U.S. $6,500,000.00
Undivided Profits U.S. $1,348,000.00
U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Batavia	Kobe	San Francisco
Bombay	London	Santo Domingo
Calcutta	Manila	Santiago de los Caballeros
Canton	Medellin	
Cebu	Panama	Shanghai
Colon	Peking	Singapore
(Cristobal C.Z.)		Tientsin
Hankow	San Pedro de	Yokohama
Hongkong	Macoris	

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Petrograd
Buenos Aires	Rio de Janeiro
Caracas,	Santiago de Cuba
Genoa	Santos
Habana	San Paulo
Moscow, Russia	Valparaiso
Montevideo	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, Shanghai.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461, (about £966,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered, Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital ..Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru (Mauritius)	
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road.

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted o approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

SUMITOMO BANK, LIMITED
SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital	Yen	80,000,000
Capital (Paid-Up).	Yen	18,750,000
Reserve	Yen	2,800,000
Deposits	Yen	150,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yama, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASHARA,
Manager.

Telephones:—
2318 Manager. 4663 Compradore.
2319 Gen. Office. 4621 Nights only.
2320 General Office.

中行儲蓄銀
Chung Foo Union Bank

Statutes approved by the Government in 1916
Head office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ninpgo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager.
W. B. EAR, Sub-Manager.

BUSINESS AND OFFICIAL NOTICES

Naamlooze Vennootschap Maatschappij Tot Mijn--Bosch--En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual Meeting of Shareholders will be held at the Chamber of Commerce Rooms, 1 Yuenmingyuen Road, on Tuesday, the 26th March, 1918, at 4 p.m.

The Transfer Books of the Company will be closed from the 19th to the 26th March, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
Shanghai, 23rd February, 1918.
16943

Naamlooze Vennootschap Maatschappij Tot Mijn--Bosch--En Landbouwexploitatie in Langkat

NOTICE is hereby given that the Annual General Meeting will be held in the Offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Saturday, the 27th April, 1918.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
Shanghai, 23rd February, 1918.
16944

ANTIMONY REGULUS
(99% Pure)
ALWAYS IN STOCK

Apply, Hupeh Government Smelting Works, Wuchang.
Tel. address "HUPEHMINE"
16686

FEI LUNG GARAGE
153-4 Hupeh Road

New Saxon-Six Cars for sale
and
Special new big cars for hire.
Telephone Central 4133
16976

ZEE YUNG CHONG

General Contractor. Private Road, Pavement, and Tennis Court Builder. Experienced in all Types of ASPHALTIC Work. The most Hygienic, dust-proof and permanent treatment for roadways, paths, alleyways, etc.
CHARGES REASONABLE
Guaranteed to give satisfaction
Add. 373-8 Markham Road.
Tel. West 522.
17011

If you need fashionable clothes go to

Henry the Tailor

Whom the Americans call "The Shanghai American Tailor." He learned the art of cutting from an American tailor who was employed in his shop for three years. Recommended by some of the most prominent men both in Shanghai and other parts of China.

J-14 Seward Road, Near Hongkong and Shanghai Bank,
SHANGHAI

Just Opende

PURITY BRAND Fresh Australian Creamery BUTTER $1.00 per lb. pat.
M. J. B. Pure ground California COFFEE 95 cents a tin 1 lb. net.
R. V. SOLINA & CO.,
1, Broadway.
17251

Eden Hospital
Dept. of Venereal Diseases
and Wassermann Laboratory
P372 Nanking Road
(opp. Lloyd Road)
Hours: 10-12; 2-4 Daily
DR. JAMES YUKING, Supt.

International Recreation Club

42nd Gymkhana Meeting

30th March and 1st April, 1918

Entries close at 6 p.m. on MONDAY, 25th March, at the Club House, 126 Bubbling Well Road.

Entry forms may be obtained upon application to the undersigned.

By order,
Y. J. CHANG,
Secretary.
17238

THE SAVOY HOTEL

No. 21 Broadway, corner Nanzing Road, Shanghai, China.

Special Musical Dinner and Dance Every Evening

Music During Dinner, Dancing After Dinner.
Music by the Savoy Orchestra.
Professor MANIKUS at the Piano.
New features this week.

Dinners served a la carte or Table d'Hote.
Dainty Dishes a Specialty.
Fresh Japanese Lobsters and Oysters always on hand.
Tables or Private Dining Rooms reserved by request.
Telephone No. 2510.

NOTICE

THE undersigned hereby give notice:—

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, March 27, 1918, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1917, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 4, 1918.

D. SIFFERT,
Consul-General for Belgium.
T. RAASCHOU,
Consul-General for Denmark.
A. ARIYOSHI,
Consul-General for Japan.
E. D. H. FRASER,
H.B. Majesty's Consul-General.
V. GROSSE,
Consul-General for Russia.
J. E. HULTMAN,
Consul-General for Sweden.
THOMAS SAMMONS,
Consul-General for U.S. of America.
DE REUS,
Consul-General for The Netherlands.
G. DE ROSSI,
Consul-General for Italy.
JORGE R. DE OLIVEIRA,
Consul-General for Portugal.
JORGE R. DE OLIVEIRA,
Acting Consul-General for Cuba.
H. WILDEN,
Acting Consul-General for France.
T. KNUDTZON,
Acting Consul-General for Norway.
HUGO REISS,
Consul for Brazil.
JULIO PALENCIA,
Consul for Spain.
17032

Are you suffering from rheumatism or nervousness?
If so, come to our TURKISH BATH and MASSAGE PARLOR.
I have the highest recommendations from doctors, 15 years' experience in U. S. A.
PROF. J. K. SETO,
25 North Szechuen Road.

"For indecision brings its own delays, and days are lost lamenting o'er lost days. Are you in earnest? Seize this very minute. What you can do, or dream you can, begin it. Boldness has genius, power, and magic in it. Only engage, and then the mind grows heated. Begin, and then the work will be completed."

WIDLER & COMPANY
CHUNGKING, WEST CHINA
Born 1915—Still Existing.

MUNICIPAL NOTIFICATION
No. 2506.
PNEUMONIC PLAGUE.

PRECAUTIONS FOR FOREIGNERS.

When it becomes necessary to take the following precautions the public will be notified:

Those whose work brings them in close contact with large numbers of Chinese should wear masks, especially indoors.

Chinese servants should be kept at home as far as possible. When it becomes necessary for them to go to market, etc. they should be provided with masks, which they should wear properly fixed from the time of going out until return. During necessary visits to relatives etc. the same precaution should be taken.

A sample mask may be obtained now on application to the Health Officer which can be copied quite easily at home. The long ends of the mask should be cut into three tails, one of which is tied behind the neck passing below the ear, the other above the ear, and the middle tail above the head to keep it from slipping down. The same side of the mask should always be worn against the face. The mask should be tied to lie snugly against the face so that the air breathed has to pass through the cotton wool pad. Sometimes it is necessary to plug the angles at the sides of the nose with wool.

The protection conferred by the use of the mask may be considered absolute.

By order,
N. O. LIDDELL,
Acting Secretary.
Council Room,
Shanghai, March 23, 1918.
17254

MUNICIPAL NOTIFICATION
No. 2507.
(Translation)
PNEUMONIC PLAGUE.

1. Infection is got by proximity to a coughing case.
2. To avoid infection wear a cloth or mask snugly covering the mouth and nose when near a coughing case. Masks are obtainable from the Health Offices.
3. But do not go near sick persons if possible.
4. Report all cases to the Health Offices where you will receive help and be told what to do.
5. Sick persons should be isolated.
6. Those who have been in contact with sick persons should be kept apart from other people for 7 days. After that time there is no danger of the disease developing.
7. The disease begins with a headache, then fever comes and a cough with spitting of blood. Death invariably ensues, usually within two days. Medicinal treatment is useless.
8. Danger comes from the living cases not the dead.
9. When a case appears in a household keep everyone away from the sick person. But if the person attending on the sick person wears a mask carefully there is little danger. After use the mask may be burnt or boiled.
10. Do not leave home; it is not the house which is infected. Do not move about or travel by boat or train as this may carry plague to other places. Do not receive travellers until they have lived apart for seven days.

By order,
N. O. LIDDELL,
Acting Secretary.
Council Room,
Shanghai, March 23, 1918.
17254

THE AMERICAN ASSOCIATION
AND
The American Chamber of Commerce

The American Association of China and The American Chamber of Commerce are arranging a tiffin to be given at the Carlton Cafe on Tuesday, March 26, at 12.30 p.m. in honor of the American Minister to China, the Hon. Paul S. Reinsch.

Members of both organizations are cordially invited. The price of the tiffin will be M.$1.50.

In order that suitable seating arrangements may be provided it is requested that members desiring to attend notify the the undersigned as soon as possible.

(Sgd.) A. S. GOLDSMITH,
Hon. Secretary,
American Association of China.
c/o The Astor House Hotel.
17244

MUNICIPAL NOTIFICATION
No. 2501.

THE following Resolutions will be brought forward by the Council at the Annual Meeting of Ratepayers to be held at the Town Hall on March 27, 1918, at 2 o'clock p.m., and are published for general information:—

Resolutions I, II and III.—Formal business and adoption of Rules of Procedure.

Resolution IV.—That the Report and Accounts for the year ending December 31, 1917, be passed.

Resolution V.—That the Report of the Loan Redemption Committee dated July 7, 1917, and published in the Municipal Gazette of March 16, 1918, be received and adopted.

Resolution VI.—That the estimated expenditure for 1918, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be hereby authorised to impose, collect and recover the rates, taxes, dues and fees recommended therein, and to raise, should it be considered expedient to do so, a sum not exceeding Tls. 1,800,000, by the issue of debentures redeemable on December 31, 1938, and bearing interest at a rate not exceeding seven per centum per annum, for the purposes defined in the estimate of Extraordinary Expenditure.

Resolution VII.—That the Council be and it is hereby authorised and directed to appoint a Committee, consisting of three Members of Council and two Ratepayers with power to fill vacancies, to consider and report whether it is desirable, in the interests of this Community, that the business and undertaking and the lands, buildings, plant, machinery and effects of the Shanghai Waterworks Company, Limited should be acquired, in pursuance of the provisions contained in Clause 9 of the Agreement between the Company and the Council dated the first day of July, 1905. The report of such Committee to be submitted to the Council, who shall lay the same before the Ratepayers in meeting assembled.

Resolution VIII.—Election of Land Commissioner for the ensuing year.

Resolution IX.—Election of four Governors of the General Hospital for the ensuing year.

Resolution X.—Election of two members of the Permanent Education Committee.

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions, are requested to give notice of such intention before the Meeting, so that a full answer or other explanation may be given.

Ratepayers desirous of bringing forward additional motions, or of nominating duly qualified persons willing to serve under Resolutions VIII, IX and X are required to give notice thereof to the undersigned before 4 p.m. on March 20 for due publication.

By order,
N. O. LIDDELL,
Acting Secretary.
Council Room,
Shanghai, March 16, 1918.
17172

SHANGHAI-NANKING RAILWAY

TEMPORARY
Suspension of Passenger Bookings

Owing to the outbreak of Pneumonic Plague at Nanking, the booking of passengers to and from Nanking and Chinkiang and intermediate stations, and all through booking with Northern Railways is temporarily suspended.

The ordinary local service is running between Shanghai North and Chinkiang with the following exceptions:—

No. 3 up, Through Express, leaving Shanghai North at 7.55 a.m. and No. 10 down fast train leaving Chinkiang at 13.30 will be cancelled.

By Order,
The TRAFFIC MANAGER.
17235

HONMA HOSPITAL,
No. 8A Miller Road. Tel. North 2961.

DR. T. YAMADA,
(former Assistant at the Imperial Universities at Tokio and Fukuoka.)
Internal Medicine,
Children's Diseases.

DR. K. HONMA,
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases,
Confinements, Surgery,
Skin Diseases,
Venereal Diseases.

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets in Your House This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from $7.50 upward.

HWA YENG CARPET FACTORY,
127 Peking Road.

You can't miss our factory: it's right on the road.

Kingman Bros.
DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply——

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

The Shanghai Sumatra Tobacco Company, Limited

NOTICE TO SHAREHOLDERS

Notice is hereby given that the Sixteenth Annual Meeting of Shareholders will be held at the Office of the undersigned (No. 1 The Bund) on Thursday, the 28th March, 1918, at 4.00 p.m. for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, for the year ended 31st October, 1917.

The Transfer Books of the Company will be closed from the 21st to the 28th March, 1918, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agent.
Shanghai, 12th March, 1918.
17131

Amusements

VICTORIA THEATRE

TO-NIGHT
MARGUERITE CLARK
in
"THE CRUCIBLE"
FIVE PARTS
AND
OTHER NEW FILMS

Matinee To-day at 3 p.m.
SHOWING
"MARY PAGE"

Important announcement.
LYCEUM THEATRE

T. DANIEL FRAWLEY
presents
The Frawley Company

Mon. 25th & Tues. 26th Mar.
"The Great Divide"
By the Rev. Wm. Vaughan Moody,

Wednesday, March 27th
Popular Request
"Tiger Rose"

Thu., March 28th
Another Belasco Success
"The Easiest Way"

The booking for Monday nights performance will be opened this morning.

Plans at Moutrie & Co. and from 5.30 p.m. till 8 p.m. at the Astor House Hotel.

COMMENCE 9.15 P.M.

AMUSEMENTS

APOLLO THEATRE
Programme for March 24th

The great French War Drama
"THE SPIRIT OF FRANCE"
"THE SPIRIT OF FRANCE"
5 Parts featuring *5 Parts*
M. RAPHAEL DUFLOS **MME. JANE HADING**

These two artistes, assisted by the great Pathe band of artistes, will give you a stirring and heart-thrilling story of the great love that lies in the heart of every French man for his country
A film worth seeing.

THE BAIRNSFATHER CARTOONS
Those wonderful pictures by Capt. Bruce Bairnsfather, sketched before your eyes. "The man who made the army laugo"

ANNALS OF THE WAR
Glimpses of our gallant fighting men.
PATHE'S AMERICAN GAZETTE

MATINEE, Today, 3 p.m.
"THE SEVEN PEARLS"
Episode 9—*"THE WARNING ON THE WIRE"*
Episode 10— *"THE HOLD-UP"*

OLYMPIC THEATRE

By Special Request
This afternoon at 3.15
Second Historical Concert
BY
MIROVITCH — PIASTRO

PROGRAMME
Mozart:— Sonata for Piano and Violin, No. 10
Haydn:— Sonata for Piano
Beethoven:— Concerto D. Major for Violin
Beethoven:— Sonata Appasionata for Piano

Booking at Moutrie's: **Prices $3, $2 and $1.**

NOTICE

The next (third) concert will be given on Saturday, March 30, at 9.15 p.m.

Director: A. Strok.

THE ELDORADO
High-Class Vaudeville
and
DANCE-HALL!
Latest Music
by
Prof. Martinez Orchestra

PROGRAMME
1.—Mr. ROBERTSON.....
Acrobatic-Dancer.
2.—Mr. DORIS.....Roumanian Songs
3.—Miss ASTER-ERICKSEN.....
Operatic-Songs
4.—Mr. & Mrs. DORIS.....
Dust and Dances.
5.—Miss NINA FLORIE..... Dancer.
6.—Miss MORIE CEPT..... Dancer

COMMENCING - NIGHTLY 10 P.M.
3 Jukong Road

Shanghai **Isis Theater**
CORNER of JUKONG ROAD and NORTH SZECHUEN ROAD
(N. B. Please do not confound our respectable theatre with any DANCING HALLS now sprung up in the same street.

MATINEE TODAY AT 3 p.m. SHOWING
THE VOICE ON THE WIRE
EPISODES 7 & 8

TONIGHT TONIGHT
SHOWING
THE POWERFUL FROHMAN FEATURE
IN FIVE PARTS
JOHN GLAYDE'S HONOUR
Featuring MARY AUBREY AND LAWTON SMITH

John Glayde is a masterful type of the strong silent man who concentrates all his attention on his railroad business and neglects his wife. This, of course, has its inevitable result, for love, though of man's life a thing apart, is woman's whole existence.

Again owing to delay of Steamer
"THE VOICE ON THE WIRE" Episodes 9 and 10
not arrived yet
IN SUBSTITUTION WILL BE SHOWN ON MONDAY, 25th MARCH
LEWIS J. SELZNICK'S (The Producer of "Panthea")
COMEDY-DRAMA 5 ACTS **THE ARRIVAL OF PERPETUA**
Featuring VIVIAN MARTIN

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar 25	—	Tacoma & Seattle	Africa maru	Jap.	O.S.K.
" 26	—	San Francisco	Siberia maru	Jap.	Alexander
" 30	—	San Francisco	Colombia	Am.	P. M. S. S. Co
" 31	11.00*	Seattle, etc.	Kashima maru	Jap.	N.Y.K.
Apr 11	"	San Francisco	Tenyo maru	Jap	Alexander
" 18	—	San Francisco	China	Am.	C.M.S.S. Co.
" 21	—	Seattle etc.	Katori maru	Jap.	N.Y.K.
" 27	—	San Francisco	Venezuela	Am.	P. M. S. S. Co

FOR JAPAN PORTS

Mar 26	—	Nagasaki, Moji and Kobe	Chikuzen maru	Jap.	N.Y.K.
" 26	"	Nagasaki, Kobe & Yokohama	Siberia maru	Jap.	Alexander
" 28	—	Moji, Kobe & Osaka	Yawata maru	Jap.	N.Y.K.
" 29	3.00	Nagasaki	Penza	Rus.	R.V.F.
" 30	"	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.
Apr 2	"	Nagasaki, Moji & Kobe	Kasuga maru	Jap.	N.Y.K.
" 2	"	Kobe	Shidzuoka maru	Jap.	N.Y.K.
" 6	"	Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K.
" 9	—	Nagasaki, Moji and Kobe	Chikugo maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Liverpool etc.	Iyo maru	Jap.	N.Y.K.
London etc.	Kitano maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Mar 25	4.00	Ningbo	Hsin-Peking	Br	B.& S.
" 25	4.00	Ningbo	Hsin Ningshao	Chi.	N.S.S.Co
" 26	4.00	Ningpo	Kiangteen	Chi	C.M.S.N. Co.
" 26	A.M.	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
" 26	10.0	*Swatow & Hongkong	Fengtien	Br	B.& S
" 28	10.00*	Hongkong & Canton	Sunning	Br.	B. & S.
" 28	D.L.	Amoy, Hongkong & Canton	Shantung	Br.	B.& S.
" 28	D.L.	S'atow, H'gkong and Canton	Wingsang	Br.	J. M. & Co.
" 31		Hongkong	China	Am	C. M. S. S. Co
" 31	D.L.	Swatow & Honakong	Yingchow	Br.	B.& S.
Apr 1	"	Hongkong	Katori maru	Jap.	N.Y.K.
" 18	"	Foochow, Keelung	Koboku maru	Jap.	O.S.K.
" 21	"	Hongkong & Manila	Suwa maru	Jap.	N.Y.K.
" 26	—	Hongkong	Chicago maru	Jap.	O.S.K

FOR NORTHERN PORTS

Mar 24	A.M.	Tientsin & Dalny	Taishun	Chi.	C.M.S.N. Co.
" 25	11.00*	Chinwangtao	Singan	Br	B.& S.
" 26	A.M.	Newchwang via Chefoo	Feiching	Chi.	C.M.S.N. Co.
" 26	10.30*	Dalny	Sakai maru	Jap	S.M.B.
" 27	11.00*	Antung	Kweilin	Br.	B.& S.
" 27	11.00*	Newchwang	Paotieg	Br.	B.& S.
" 28	10.00*	Weihaiwei, Chefoo & T'tsin	Shengking	Br.	B.& S.
" 29	8.00	Vladivostock	Ensng	Rus.	R.V.F.
" 29	D.L.	Chefoo & Tientsin	Shuntien	Br.	J.M.& Co.
" 30	10.00*	Weihaiwei, Chefoo & T'tsin	Koboku maru	Br.	B.& S.
Apr 4	"	Tientsin, Dairen & Tsingtao	Keelung maru	Jap.	O.S.K.
" 7	—	Tsingtao, Tientsin & Dalny		Jap.	O.S.K.

FOR RIVER PORTS

Mar 24	M.N.	Hankow str.	Kiangyung	Chi.	C.M.S.N.Co.
" 25	M.N	Wuhu, Kiukiang & Hankow	Tungting	Br.	B.& S.
" 25	M.N	Hankow etc.	Tachi maru	Jap.	N.K.K.
" 25	M.N	do	Kiangwah	Chi.	C.M.S.N. Co.
" 26	M.N.	do	Loongwo	Br.	J.M.& Co.
" 28	M.N	do	Yohyang maru	Jap.	N.K.K.
" 26	M.N.	Wuhu, Kiukiang & Hankow	Chungking	Br.	B.& S.
" 27	M.N	do	Poyang	Br.	B.& S.
" 27	M.N.	Hankow etc.	Siangyang maru	Jap.	N.K.K.
" 29	M.N	Wuhu, Kiukiang & Hankow	Luenyi	Br.	B.& S.
" 30	M.N.	do	Ngankin	Br.	B.& S.

*A.M. M.N.—Mid night. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berths
Mar 23	Ningpo	Kiangteen	1612	Chi.	C.M.S.N. Co.	KLYW
" 23	Tientsin	Feiching	994	Chi.	C.M.S.N. Co.	KLYW
" 23	Hongkong	Sunning	1570	Br.	B. & S.	WTW
" 23	Hongkong	Africa maru		Jap.	O.S.K.	
" 23	Hankow	Kiangyung	1451	Chi.	C.M.S.N.Co.	KLYW
" 23	Hankow	Wuchang	1719	Br.	B.& S.	CNW
" 23	Hankow	Tungting	1264	Br.	B.& S.	CNW
" 23	Japan	Nissho maru	842	Jap.	Furukawa Co	
" 23	Japan	Rokkosan maru	1145	Jap.	M.B.K.	

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Mar 23	Newchwang via Chefoo	Toonan	942	Chi.	C.M.S.N. Co.
" 23	Amoy & Hongkong	Kwanglee	1268	Chi.	C.M.S.N. Co.
" 23	N Saddle Island	Kurama maru	115	Jap.	N.K.K.
" 23	Ningpo	Kiangteen	1012	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung Captain W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Tachi Maru, Captain S. Honjoh, will be despatched from Pootung N.K.K. wharf on Monday, March 25, at about 12 o'clock midnight. For Freight and Passage, apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

WUHU, KIUKIANG and HANKOW.—The China Navigation Co.'s Steamer Tungting, Capt. Torrible, will leave from the French Bund on Monday, March 25, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. Kiangwah, Captain John McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

WUHU, KIUKIANG and HANKOW.—The China Navigation Co.'s Steamer Chungking, Captain Monkman, will leave on Tuesday, March 26, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. N 77.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru, Captain Y. Ikeda, will be despatched from Pootung N.K.K. wharf on Tuesday, the 26th inst., at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925 Capt. Findelson, will leave on Tuesday, the 26th inst., at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail wharf on Wednesday, March 27, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

WUHU, KIUKIANG and HANKOW.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Wednesday, March 27, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WUHU, KIUKIANG and HANKOW.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Friday, March 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No 401.

WUHU, KIUKIANG and HANKOW.—The China Navigation Co.'s Steamer Ngankin, Captain Newcomb, will leave on Saturday, March 30, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, March 25, at 4 o.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Hsinchi, Captain E. Hausen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, March 26, at 10 a.m. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Shantung, Captain Meathrel, will leave from the Fench Bund direct for the above ports on Thursday, March 28, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and HONGKONG.—The China Navigation Co.'s Str. Yingchow Capt. E. B. Simons, will leave from the French Bund on Sunday, March 31, at daylight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The str. Chicago Maru, Captain T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on April 26, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Northern Ports

DAIREN and TIENTSIN.—The Str. Taishun, Captain Westerland, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO and NEWCHWANG.—The Str. Feiching, Capt. A. B. Baines, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Tuesday, March 26, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

NEWCHWANG.—The China Navigation Co.'s Steamer Paoting, Capt. Pursiow, will leave on Wednesday, the 27th inst., at 11 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s Steamer Kweilin, Captain F. McGarity, will leave on Wednesday, March 27, 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Telephone No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking, Capt. McIntosh, will leave from the French Bund on Thursday, March 28, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co's Steamer Shuntien, Capt. Northcombe, will leave from the French Bund on Saturday, March 30, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

TIENTSIN, DAIREN & TSINGTAO.—The Str. Kohoku Maru, Capt. S. Ohba, will be despatched from the Co.'s Yangtszepoo wharf on April 4, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 235.

TIENTSIN & DAIREN via TSINGTAO.—The Str. Keelung Maru, Capt. S. Imai, will be despatched from the Co.'s Yangtszepoo wharf on April 7, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Foreign Ports

TAKOMA and SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE YOKKAICHI, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on March 25. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 1 p.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The Str. Siberia Maru, 18,000 tons, Capt. R. Maki, will be despatched on Tuesday, March 26. Tender conveying passengers and mails will leave Customs jetty at 5 p.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Laeyi, Ngankin, Poyang, Tatung, Tungting, *Chungking and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang and Chungking are especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Yingchow, Sinkiang, Shantung, Sunning and Suiyang.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.

Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund. During the Winter months sailings are irregular owing to weather conditions.

For NINGPO:—S.S. Hsin Peking.—Sailings will be suspended by this vessel from the 4th inst. owing to overhaul. S.S. Hsin Peking will resume her run on Wednesday, 26th inst. at 4 p.m. as usual.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, 15 The Bund.

BUTTERFIELD & SWIRE,
Agents 21-23 French Bund.

Freight: Telephone No 77.
Passage: Telephone No. 01.

PACIFIC MAIL S.S.CO.

"SUNSHINE BELT"
Trans-Pacific Service
By the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" "VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. COLOMBIA	Mar. 30	S.S. VENEZUELA	Apl. 6
S.S. VENEZUELA	Apl. 27	S.S. ECUADOR	May 4

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA"..16,000 tons "SANTA CRUZ"..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cebu and Honolulu	
S.S. SANTA CRUZ ...	Apl. 23	S.S. COLUSA	Apl. 8
S.S. COLUSA	June 12	S.S. SANTA CRUZ ...	June 6

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE

For Tacoma and Seattle, Wash.

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C. arr. leave.
"AFRICA MARU" ...(18,000 tons) Capt. H. Yamamoto, Mar. 23, Mar. 25

For Hongkong
"CHICAGO MARU"..(12,000 tons) Capt. T. Saito, Apr. 25, Apr. 26

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtao
"KOHOKU MARU" ...(2,610 tons) Capt. S. Ohba, Mar. 22, Apr. 4
For Tsingtao, Tientsin and Dairen arr. leave.
"KEELUNG MARU" ..(1,569 tons) Capt. S. Imai, Apr. 6, Apr. 7
For Foochow and Keelung
"KOHOKU MARU"....(2,610 tons) Capt. S. Ohba, Apr. 16, Apr. 18

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—
M. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4234, 4235.

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC
OCEAN SERVICES LIMITED
TRANS PACIFIC LINES

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Empress of Asia
On or about March 30, 1918

SHANGHAI TO MANILA And HONGKONG.

First class fare one-way.	Manila	G.$45.00
	Hongkong	G.$49.50
Six months Round trip.	Manila	G.$74.25
	Hongkong	G.$74.25

Above fares payable in local currency at daily rate of exchange. Round trip tickets interchangeable with Toyo Kisen Kaisha and Pacific Mail.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, agent, Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI

SIBERIA MARU ..... 18,000 tons, for San Francisco, March 26, 1918
TENYO MARU ..... 22,000 tons, for San Francisco, April 12, 1918
SHINYO MARU ..... 22,000 tons, for San Francisco, April 30, 1918

FOR HONGKONG DIRECT
TENYO MARU ..... 22,000 tons, for Hongkong March 23, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

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T. N. ALEXANDER, Manager.
North China Insurance Co.'s Building
'Phone No. 3229. (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS
S.S. CHINA
(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
APR. 13, JUNE 24, SEP. 3

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
MAR. 31, JUNE 11, AUG. 22
(On the outward voyage the steamer will come up the river and will be berthed at the Shanghai and Hongkew Wharf Co.'s Hongkew Wharf. Entrance at No. 34 Broadway.)
G. J. PETROCELLI, FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
'PHONE 4773. 4TH FLOOR

"Sooner or later" is a smooth sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
IYO MARU	12,500	——	
KIATANO MARU	16,000	——	

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

KASHIMA MARU	19,000	Capt. E. Tozowa,	March 31
KATORI MARU	19,000	Capt. I. Noma,	April 21

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

CHIKUZEN MARU	5,000	Capt. H. Nojiri,	March 26
YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	March 30
KASUGA MARU	7,000	Capt. K. Yagiu,	April 2
OMI MARU	7,000	Capt. M. Machida,	April 6
CHIKUGO MARU	5,000	Capt. M. Yui,	April 9

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

YAWATA MARU	7,000	Capt. K. Yagiu,	March 28
KUMANO MARU	9,500	Capt. S. Saito,	April 4

FOR JAPAN

SHIDZUOKA MARU ...	12,500	Capt. S. Yamazaki,	April 2

KOBE TO SEATTLE

KAMO MARU	16,000	Capt. R. Shimidzu,	March 25

FOR HONGKONG

KATORI MARU	19,000	——	April 1
KASHIMA MARU	19,000	——	June 2

FOR MANILA AND HONGKONG

SUWA MARU	21,000	——	April 22
FUSHIMI MARU	21,000	——	May 20

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

NIKKO MARU	10,000	——	April 17
AKI MARU	12,500	——	May 22
TANGO MARU	14,000	——	June 19

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeware voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0000 = Midnight, 1330 = 1330 p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2085	845	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1934	1700	730
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	2301	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1612
725	1140	—	2.71	arr. Tientsin-Central dep.	—	1645	1602
745	1200	—		dep. Tientsin-Central arr.	—	1621	1547
1133	1500	—	78	dep. Tsangchow dep.	—	1322	1231
1457	1748	—	148	dep. Techow dep.	—	1048	936
1801	2021	—	—	arr. Tsinanfu dep.	—	806	640
7.	:	—	220	:	—	:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—		arr. Yenchowfu dep.	—	349	1311
1315	048	—	318	dep. Yenchowfu arr.	—	330	1236
1556	316	—	377	dep. Liucheng dep.	—	129	1022
1816	450	—	—	arr. Hsuchowfu dep.	—	2336	819
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2041
1156	833	—		arr. Pengpu dep.	—	1958	1442
1206	840	—	523	dep. Pengpu arr.	—	1946	1432
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	631	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 16. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1430	. .	. .	dep. Nanking arr.	. .	1415	630
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu-Tsiningchow Branch Line					Liucheng-Tsochuang Branch Line				
930	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Liucheng a.	818	1416	2100
1033	1455	2232	a. Tsiningchow d.	528	1125	1858	638	1219	1905	a. Tsochuang d.	708	1308	1953

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Smiles from the Mixed Court

It's a hard life and a lonely, and why won't people reform so we can abolish police forces anyway? Thus cogitated C.P.C. 1353 as he paused on his night beat and stuck out an elbow at the wall of No. 405 Weihaiwei Road, preparatory to leaning up against the building and reflecting further on the waywardness of the proletariat.

The jowl of C.P.C. 1353 came up against the facade of No. 405 Weihaiwei Road with a dull, agonising thud. The C.P.C. brushed away the gathering constellations and saw that there wasn't any wall at the exact spot he had selected as an elbow rest. Instead there was a large, irregular absence of mortar, laths and things. The C.P.C. peered through this transparency and saw Dzung Toong-sung packing up an incense burner, a pair of nifty candlesticks and a few vases in the hallway. Dzung had every appearance of a man about to depart for some other place, so the C.P.C. stepped aside and organised himself into a reception committee of one which greeted Dzung warmly as he clambered through the hole.

In the Mixed Court it appeared that Dzung was a tailor at odd moments and had carved the opening in the Weihaiwei Road residence with his scissors. The Court frowned on this sort of tailoring and suspended Dzung's business for thirty days.

Unanimously A Clean-up

Dzung Sieu Huh-tsz was a coolie employed in a foreign home. His master gave a party a few nights since and many overcoats and evening wraps festooned the hooks in the hallway. A couple of the guests happened to glance over the banisters from upstairs and observed Dzung making an exhaustive inventory of the contents of the pockets in the garments. The guests called the host and Dzung was still busy when he arrived.

In Court the coolie declared hotly that he had only come into the hallway to clean up. The Court was of the same opinion and handed him one month.

Peace At Any Reasonable Price

As a peace-maker Tseu Sung-teng believes in collecting the reward this side of the Pearly Gates.

A few days back Miss Ching-sz, who is a forewoman in one of the mills, discharged a girl worker who happened to have a lot of husky and sympathetic friends. These last held a mass meeting at the gates of the mill one evening just about whistle time and when Ching-sz strolled out proceeded to demonstrate to her that she had made a mistake. Ching-sz presented arguments of her own and the battle was raging rosily when Tseu plunged in among the punches and started working his pacifist propaganda. He caught Ching-sz's hands and held them till the assaulting party was chased back by the police. Then he faded. So did Ching-sz's gold ring. Both were retrieved and now Tseu won't even see a fight for six months.

Britain To Force Better Treatment For Its Prisoners

(Reuter's Agency War Service)

London, March 21.—In the House of Commons today Mr. J. F. Hope stated that the Government was determined to insure redress for British prisoners of war who were improperly treated. He also stated that it had been thought desirable to transfer a number of German officers from the West of England to the East Coast. This was not a reprisal or a punishment. The climate of the Kent and Essex coast was probably better than a number of prison casements in Germany.

Germany's War Bill £187,500,000 A Month

(Reuter's Agency War Service)

Amsterdam, March 21.—In the Reichstag yesterday the Secretary of Finance stated that the monthly cost of the war to Germany is now £187,500,000.

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, Etc.

Big Stock of FILET LACES for WHOLESALE

ALLIED OFFICERS ASKED TO LEAVE THE UKRAINE

Caucasian Diet Breaks Off Peace Negotiations With The Turks

(Reuter's Agency War Service)

Amsterdam, March 22.—The Minister of the Interior of the Ukraine has requested the British, French and Belgian officers at Kieff to leave the Ukraine.

An official aerial post between Vienna and Kieff has been inaugurated.

A telegram from Vienna states that the Lower Danube is free of mines as far as Sulina and consequently the water-route to the Ukraine is navigable.

Petrograd, March 20.—The Naval Commissary Dybenko has been arrested for not taking the necessary measures for the defence of Narva.

The papers state that Joffre, formerly President of the Russian Peace Delegation at the Brest-Litovsk Conference, has been appointed Commissary of Foreign Affairs in succession to Trotsky.

The pourparlers between the Caucasian Diet and the Turkish High Cammond regarding a separate peace have been broken off as the Turkish demands are inacceptable.

Reuter's Pacific Service

Harbin, March 19.—General Pleshkoff has been appointed Commander of all the Russian troops stationed in the Railway Zone. General Pleshkoff has a brilliant military record and his appointment has met with great satisfaction. It is anticipated that he will succeed in restoring order and discipline in the rear of Semenoff's force, enabling the latter to receive reinforcements and supplies from Harbin without the usual delays.

The Ussuri Cossack leader Gamoff has escaped into Chinese territory from Blagovestchensk with fifteen million roubles belonging to the Cossack community. The money will be forwarded to Harbin with the assistance of the Chinese authorities.

British Consolidate Palestine Positions

(Reuter's Agency War Service)

London, March 21.—The official despatch from Palestine reports:

We have consolidated and improved our positions.

We have occupied El Musallabes and the high ground eastward, three miles northward of the Wadi Auja and also Beitrima and Kefrmut, near Bearballut.

The Flying Corps and the Australian Flying Corps have dropped 470 bombs on the station and trains at El Kutrani. Direct hits were obtained.

Vernon Castle Dead In Airplane Accident

Word that Vernon Castle, the dancer, has been killed in an aeroplane accident in Texas, has been received by Mr. Henry Mortimer of the Frawley Company, whose brother is training as an aviator at the camp where the fatality occurred. Several weeks ago a despatch was printed in THE CHINA PRESS telling of the death of a Lieutenant Castle and a young American lieutenant when a plane fell, but at that time it was not known to have been Vernon Castle. Lieut. Castle became a flier in England and had evidently been transferred to the United States as an instructor.

COMMONS ADJOURNS

(Reuter's Agency War Service)

London, March 22.—The House of Commons has adjourned until the 9th April.

2,000 In Bandit Army Ravishing Shantung

Loot Town, Taking Rich Men For Ransom; Burn Another, Killing All But Girls

China Press Correspondence

Ichowfu, Shantung, Mar. 18.—Itang a large market town 10 miles from here has been looted by Chang Hsun's robbers and five rich men carried away for ransom. Soldiers were sent from here to disperse the robbers but found them too numerous and well-prepared for attack. Some say there are as many as 2,000 but this is probably exaggerated. All the country south of here is infested by robbers. Many people have fled here for refuge as no town is now safe. It is the most lawless period in the last ten years. In one town where opposition was made the entire town was burned and every one massacred except the young girls.

Consuls Summon Plague Meeting

(Continued from Page 1)

stood, have practically suspended all traffic to and from Tungchow in every direction. The effect for the Tungchow people is of course inconvenient, but they are taking things pretty philosophically, it is reported.

There is an important missionary college at Tungchow, and for many years the missionaries there have carried on simple but very effective industrial education, as well as practical agricultural work, and of course hospital work, so that the local people are much more amenable to the application of foreign methods, whether medical or other, than were those at Suiyuan and other places where the outbreak first took place. Some minor inconvenience is caused to the foreign residents in Peking by the stoppage of all traffic, for the Tungchow dairy is one of the principal sources of local dairy products, and the supply is of course cut off.

Plague At Tungchow

Peking, March 20. (Issued by the Neiwupu).—It is unfortunate that just as the plague epidemic was being narrowed down to its source outside the Great Wall and hopes were running high that the end was almost in sight that a case should have appeared as far off as Tungchow. The discovery was made on Monday when a laborer employed on the construction of the new road died under circumstances which suggested plague. Preventive measures were immediately taken. All the contacts were isolated, a doctor and trained nurses were despatched to the locality, and the train service between Tungchow and the capital was at once stopped. Examination of the sputum in the Union Medical College proved that the cause of death was undoubtedly pneumonic plague. How it reached Tungchow is a mystery, and inquiries are being conducted with a view to tracing its origin. General Li of the Gendarmerie and Taoyin Wang have sent gendarmes and soldiers to enforce isolation.

With the exception of the outbreak at Tungchow which has been localised and the doubtful position of Tatungfu, there is little else to report in the plague situation. The warmer weather is reducing the risk of infection which was naturally great when people huddled together in winter.

Mozambique Expedition Has Captured Mampula

Other Troops Face Strong German In Medo Boma Coastal Area

(Reuter's Agency War Service)

London, March 21.—An official despatch from East Africa reports:

We are in contact with a strong force of the enemy in the Medo Boma coastal area.

A fresh column of our troops which disembarked at Mozambique has occupied Mampula, 110 miles inland.

ASTOR HOUSE HOTEL

BALL ROOM

Thursday March 28, 1918.

AT 9 P. M.

Classical Dances & Musical Concert

by Prima Ballerina of the Warsaw Government Theatre

Miss. S. A. Potapovich

and Ballerina Miss. R. A. Tushynska

Music by Mr. Harry, Ore, Virtuose Pianist

Assisted by

ASTOR HOUSE HOTEL Orchestra

Admission $3.00

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 24, 1918

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
Peking and T'tsin (Every day	Train	..	17.00	..	..	..	17.00
T'tsin (Daily except Sunday)			15.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Tomorrow							
Russia via Siberia	†Via Pukow	21.00	..	..	..	..	20.30
Japan			17.00	..	..	..	..
N'saki, Honolulu, Canada, U. Kingdom & Europe v. U.S.A.		15.30	16.00	..	..	..	15.30
H'kong, S. Ports, A'lia, Straits, C'lon, India & E'ope v. Suez		16.00	17.00	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton		16.00	..	..	..	..	15.30
Ningpo		..	15.00	..	..	..	..
Hankow		..	17.00	..	..	..	..
Chefoo and Newchwang	Feiching	21.00	..	..	..	..	21.00
Foochow	Hsintah	21.00	..	..	..	..	21.00
Tuesday, Mar. 26.							
Japan & Amoeba via Nagasaki	Yawata maru		..	..	..	b10.00	9.30
Japan Ports	Chikuzen maru	8 0	..	..	..	..	17(25)
Swatow, Hongkong & Canton	Fengtien	21.00	..	..	..	..	20.30
Hongkong and Canton	Sunning	9.00	..	..	..	..	8.30
Swatow and Hongkong		..	9.00	..	..	..	..
Weihaiwei, Chefoo & Tientsin		..	13.30	..	..	..	..
Tsingtao, Manchuria & Dalny	Sakaki maru	8.30	..	..	..	..	8.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
N'saki, Kobe, Y'hama, Canada, Honolulu, U.S. & Europe	Siberia maru	..	..	13.0	..	16.0	13.00
Japan, Canada, U.S. & Europe	Siberia maru	14.30	..	..	..	..	14.00
Wednesday, Mar. 27.							
Russia via Siberia	†Via Pukow	21 (0	..	..	..	..	20.30
Russia via Siberia (P. Train)	†Via Pukow	..	17.00	..	..	..	17 00
Amoy, Hongkong and Canton	Shantung	21 00	..	..	..	..	21.00
Swatow and Hongkong		..	17.00	..	..	..	..
Antung	Kweilin	10.00	..	..	..	..	9.30
Newchwang	Paoting	10.00	..	..	..	..	9.30
Swatow, Hongkong & Canton	Wingsang	21.00	..	..	..	..	21.00
Thursday, Mar. 28.							
Japan & America via Moji	Chikuzen maru	..	..	..	..	b3.00	..
Japan		9 30	..	..	..	..	9.00
Chefoo and Tientsin	Ksang	2 .0	17.00	..	..	..	21 (0
Japan Ports	Yawata maru	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	Shengking	9 00	..	..	..	..	8.30
Friday, Mar. 29.							
N'saki, Kobe, Y'hama, Canada, U.S.A. & E'ope via Canada		..	17.00	..	..	..	17.00

† This office with remain open until 6 p.m. on the 16th, inst in connections with this mail.

* Supplementary mails closed at 7 a.m. following day.

B Letters and boxes with declared value 8 p.m. Parcel post 4 p.m. previous day, money orders 3 p.m. previous day.

D Letters and boxes with declared value 9.00 a.m. Parcel post 4 p.m. Previous day, money orders 3 p.m. previous day.

F Letters and boxes with declared value 7 30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday and Wednesday at 9 p.m. Registered mails are closed half an hour earlier.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian Post Office.

Shipping Items

The C.N. s.s. Fengtien left Tientsin for Chefoo Weihaiwei and Shanghai on Tuesday.

The T.K.K. s.s. Tenyo Maru left Nagasaki for Shanghai on Thursday.

The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The C.M .s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Tuesday.

The I.-C. s.s. Wingsang left Hongkong for Shanghai on Tuesday.

The T.K.K. s.s. Siberia Maru left Hongkong on Friday and is expected to arrive at Woosung tomorrow.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Yinchow will leave Hongkong for Shanghai today.

The N.Y.K. s.s. Shikuzen Maru left Nagasaki on Friday and may be expected to arrive today.

Do You Want to Increase Your Weight?

We produce 30,000 sacks of highest quality flour each day from best Chinese Wheat, free from dust and impurities. Our production of Bran amounts to 250 tons per day. We have been favored with orders from all over China, as well as from Singapore, Java, Sumatra and other Pacific islands, and European ports. We have received the "Panel of Honor" from the President as a prize for the superiority of our flour, which consists of the following brands:

BATTLE-SHIP	STAR DECORATION	HAPPINESS
in green	in green	in blue and red

To avoid imitation, the public are cautioned to note the above illustrations which are printed on each sack of the respective brands, viz: The "Battle-ship" and the "Star Decoration" are in green print, while the "Happiness" is in blue and red. Samples furnished free on application to our head office, 49 Avenue Edward VII, Shanghai. Best attention given to enquiries for quotations, and orders promptly executed.

MOW SING AND FOH SING FLOUR MILLS

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T. K. YUNG,

General Manager.

Head Office Tel. 1053. Tel. Add: 5399 Shanghai.

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Business and Official Notices

Shanghai-Hangchow-Ningpo Railway

EASTER HOLIDAY.

On and from Thursday, the 28th March, until Tuesday, 2nd April, 1918, inclusive, return tickets at a fare and a half will be issued as shown below:—

First, Second and Third class between Shanghai North, Jessfield, Siccawei, Shanghai South, Sungkiang, Kashai, Kashing, Yeh Zah, Changan, Kon Zen Chiao and Hangchow.

By order,

THE TRAFFIC MANAGER.

17253

The Shanghai Horticultural Society

The Annual General Meeting of the Shanghai Horticultural Society will be held in Sir H. W. de Sausmarez's chambers in the Supreme Court Buildings on Thursday, 4th April, at 4.30 p.m.

17270 M.27.

"I Can Succeed!"

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The Tientsin-Pukow Railway Administration

Notification No. 274.

Invitation of Tenders (090/4)

Tenders which will be opened at 3 p.m. on the 20th day of May, 1918, are hereby invited for the supply of 266 pieces of Locomotive and Carriage Tyres and 60 lengths of Flat Spring Steel. Tender forms attached with drawings and full particulars may be obtained on payment of a sum of $5.00.

(sd.) S. C. SHU,
Managing Director.

Tientsin, 22nd March, 1918.

17255

MUNICIPAL NOTIFICATION

No. 2508.

VOTING TICKETS.

NOTICE is hereby given that voting tickets have been forwarded to Ratepayers entitled to vote at the forthcoming Annual Meeting of Ratepayers. Any such Ratepayer not having received his ticket is requested to be good enough to communicate with the undersigned as soon as possible.

By order,

N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 23, 1918.

17256

Tenders Wanted

For the construction of a new hull, transfer of engines, painting and general overhauling of the Chinese Government Salt Revenue Preventive Launch "Pang Fei." The Launch is at present anchored at Soochow creek near Stone bridge, where she may be seen at any time.

Sealed Tenders will be received up to 15th April, 1918.

The Sungkiang District Inspectorate of the Salt Revenue.

c/o Deputy Commissioner's Office, Chapei, Kung-I-Lee.

17272

BILL SMITH says:

"Elephant Head" THREE STAR BRANDY IS A COGNAC OF DISTINCTION

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Sole Agents

Russian Lady Dentist

Miss. A. Gauhman

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17257

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17157

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Report of the International Conference

Mukden 1911

The Report contains detailed analysis and recommendations for prevention and conquest of Pneumonic Plague drawn up by Medical Delegates from 11 countries, printed at the Government Bureau of Printing at Manila, pp 483 with 10 diagrams and 9 illustrations.

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OFFICES TO LET

17 MUSEUM ROAD: Two suites of offices and godowns to let. Apply to 10 Yangtszepoo Road.

17262 M.31.

OFFICES TO LET in China Press Building, Canton and Kiangse Roads. Apply on the premises.

17263 M.31.

HOUSES TO LET

TO LET: From April 1st, Route des Soeurs, seven roomed, semi-detached house, four bedrooms, bathrooms, modern conveniences, Rent Tls. 80. Furniture, fixtures and everything necessary for housekeeping for sale. Owner returning home. No reasonable offer refused. Apply without delay Box No. 479, THE CHINA PRESS.

17258 M.24.

PEITAIHO: To let half of a furnished bungalow, facing sea, tennis court, large verandah. Apply to Box 466, THE CHINA PRESS.

17237 M.31.

Business and Official Notices are Continued on Page 21

OFFICE, ETC., WANTED

WANTED: From 1st May, office and godown accommodation. Central district preferred. Good light essential. Apply to Box 481, THE CHINA PRESS.

17261 M.27.

HOUSES WANTED

WANTED to rent, residence furnished or unfurnished. Please write full particulars to Box 487, THE CHINA PRESS.

17269 M.27.

EDUCATIONAL

FRENCH LADY desires to teach French. Would accept opportunity as travelling companion. Please apply to Box 416, THE CHINA PRESS.

17198 M.24.

Amusement Advertising will be found on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms Front and back, (with bathrooms and verandah), to let. Nice flat to let, suitable for family or two bachelors. Good table.

Telephoe North 482

No. 8 Quinsan Gardens
Tel. N. 1946.

To let one large bedroom and sitting room combined, with closed verandah and bathroom attached. Facing South. All modern comforts. Suitable for two Bachelors, or small family.

TO LET: In quiet location, 5 minutes' walk from business-center. Large, double-room, with verandah and bathroom attached. With board and attendance; Mex. $150 for couple; $100 for one. Apply to Box 480, THE CHINA PRESS.

17259 M.29.

NEAR Country Club, to let, well-furnished double bedroom with board, facing south, suitable for married couple or two bachelor friends also comfortable small room. Good table and service. Apply to Box 478, THE CHINA PRESS.

17250 M.24.

SITUATION VACANT

WANTED: An experienced Chinese draughtsman with technical training and a good knowledge of English. Apply stating training and experience and salary required. Address to Box 482, THE CHINA PRESS.

17264 M.27.

WANTED: Export man with expert knowledge of bristles. Apply to Box 483, THE CHINA PRESS.

17265 M.27.

WANTED: Junior American or British Assistant, for export department. State experience and salary required. Apply to Box 484, THE CHINA PRESS.

17266 M.27.

WANTED. Construction Foreman, American or Allied nationality, with experience in concrete work and general building construction. Permanent employment for the right man. Apply giving full details of former experience to Box 477, THE CHINA PRESS.

17249 M.24.

WANTED: Experienced man (ally) to serve as assistant engineer for steam, electric plant in interior. Must understand operating engines, generators and pumps. Apply to Box 469, THE CHINA PRESS.

17242 M.28.

WANTED: A British or an American gentleman, well-experienced in teaching work. Please apply to Box 470, THE CHINA PRESS.

17243 M.24.

WANTED, Stenographer-typist for office; easy work and hours. State experience, salary wanted. Address to Box 457, THE CHINA PRESS.

17218 M.24

WANTED an American first-class engineer for an Auto Garage who is also able to bring an A1 Chinese fitter. Applications together with terms and references to be sent to Neutral Garage, Tsingtao.

17202 M.24.

APARTMENTS WANTED

AMERICAN couple desire one or two nicely furnished rooms and bath, with board. Apply to Box 467, THE CHINA PRESS.

17239 M.26.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

SITUATIONS WANTED

FOREIGN helper in business is open for engagement. Previous experience. References. Please apply to Box 473, THE CHINA PRESS.

17245 M.26.

EXPERIENCED foreign store salesman, energetic and of cordial disposition, desires position at any reasonable offer where future prospects are bright. Best recommendations. Apply to Box 472, THE CHINA PRESS.

17245 M.26.

EXPERIENCED LADY stenotypist (neutral), desires position. Apply to Box 417, THE CHINA PRESS.

17134

EXPERIENCED TEACHER of English (American) desires position for fall term of 1918-19. Address to Box 452, THE CHINA PRESS.

17205

YOUNG LADY returning to America in summer, wishes to go as companion to an elderly lady. References. Reply to Box 453, THE CHINA PRESS.

17205

MISCELLANEOUS

LOCAL business man, about to proceed to London, is open to accept business commissions from American or British firms and individuals. Apply to Box 343, THE CHINA PRESS.

Exchange and Mart

NEARLY new piano, can be used as an auto-piano with 100 rolls of music and piano stool. Cost originally $1,150.00, will accept Tls. 350. Reason for selling, giving up house. Apply to Box 471, THE CHINA PRESS.

17252 M.24.

FOR SALE: 465 unused, well-seasoned, oak, oil-barrels, in perfect condition. For particulars apply to Box 485, THE CHINA PRESS.

17267 M.27.

FOR SALE: Sample display-stands, 6ft. and 7ft. long, unstained ash, with shelves, drawers and sliding doors. For particulars apply to Box 486, THE CHINA PRESS.

17268 M.27.

FOR SALE: A Smith premier typewriter, as good as new. Apply to Box 474, THE CHINA PRESS.

17246 M.24.

FOR SALE: Colt's automatic 45 cal. with holster and 80 rounds of ammunition. Apply to Box 475, THE CHINA PRESS.

17247 M.24.

WANTED to buy gramophone records. Write particulars to Box 476, THE CHINA PRESS.

17248 M.27.

AMERICAN Incubator (capacity 50 eggs) egg testing lamp, large imported brooder with thermometers for 60 chickens, never been used, the lot complete $40. Apply to Box 468, THE CHINA PRESS.

17240 M.24.

WHITE LEGHORN eggs, $3.00 setting, from a good stock of healthy birds. Poultry Farm, 816 Gordon Road.

17229

FOR SALE: Indian motor-cycle, single-speed, twin-cylinder, Bosch Magneto, 7 h.p.; also side-car frame and spare wheel. Price $300. Apply to Box 464, THE CHINA PRESS.

17233 M.24.

FOR SALE: Comfortable house-boat, recently overhauled, 4 bunks, complete with sail, etc. and ready for immediate use. Offers wanted. Apply to Box 461, THE CHINA PRESS.

17230 M.24.

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MARCH 24, 1918

MODERN PLAYERS EASY TO TAG OUT

Evers Declares Base Runners Are Not As Fast As Men Of Ten Years Ago

COBB HARDEST TO TOUCH

Forty Per Cent Of Opposing Teams' Errors Made Trying To Catch Georgian

New York, Jan. 31.—Two intelligent and able athletes, one from each league, John J. Evers, free agent at present, and Ray Chapman, Cleveland shortstop, come to the front with information as to who are the best base runners on the major league circuits, the man who are not only the fastest, but who are the hardest to put out. Naturally Chapman does not have a chance to include himself in the group of scientific sack snatchers, but of course he does include the well known Georgia Peach, Ty Cobb. He gives that individual the place of honor on his list.

Some of Evers' selections will cause surprise. John incidentally declares he had a very hard time to pick five fast men who were hard to tag out.

"If you wanted a list of men fast and hard to stop stealing of ten years ago," says the Trojan, "I could give you twenty-five names for it, but of late that department of the game has lost lustre and brilliance.

"In the last four or five years there have been, and are, in the National League five men hard to touch and they are all fast men too. The five are Carey of the Pirates, Whitted of the Phillies, Maranville of the Braves, Long of the Cardinals and Stengel, who has just gone from Brooklyn to Pittsburg.

"It is difficult to find even five, and while there are plenty of very fast men in the league, still they are comparatively easy to touch. In fact none of the five I have mentioned compares with Bill Dahlen, Jimmy Sheckard, Frank Chance, Fred Clarke or many others of the past in the old league."

Cobb Leads 'Em All

Chapman has no hesitancy in saying that Tyrus Cobb is the hardest man in the business to touch when sliding into a base and gives many reasons for this expert opinion.

Reason No. 1 is because Ty is so fast.

Reason No. 2 is because Ty is the best slider in the game.

Reason No. 3 is because Ty thinks faster than any other player.

Reason No. 4, last but by no means least, is because you never know just how Ty is coming into the bag.

Chapman says that time and again, if you keep the ball where you receive it after taking the throw from the catcher, you'll probably retire Ty more often than otherwise. Ray insists that when he takes a throw from the catcher in front of the bag and whirls around expecting Ty to try to come in behind, the Peach will slide right in where the throw originally came, and vice versa.

Further remarks by Chappie regarding Cobb are that when Ty is trying for a bag the catcher naturally hurries his throw, with the result that often it isn't as good as it is in the case when another man is sliding. "I'd rather try to touch a man out who is trying to steal than do anything else," says the Cleveland shortshop. "Cobb worries me most."

No. 2 on Chapman's list of artful sliders in Edward Trowbridge Collins of the White Sox, of the same school as Cobb but not nearly so great in any respect. Expert Chapman acknowledges that Columbia's best known graduate worries him a good deal when he comes sliding into the keystone sack. "Not as much as Cobb, however," says Ray.

Mike McNally Fools Basemen

Chapman's third selection of hard men to tag is more or less of a surprise—Michael Joseph McNally, the kid pinch runner of the Boston Red Sox, who comes from Minooka, Pa., a settlement that also has given to baseball Steve O'Neill of the Indians and Chuck Shorten of the former world's champions. Chapman cannot figure out why McNally is a hard man to touch out when he hits the dirt, whether it is because Mike is fast and smart or just naturally clumsy going into the bag. "All I do know," says Ray, "is that Mike is a tough bird to touch."

Chapman and Roth probably are the fourth and fifth hardest men in the American League to tag when they are trying to steel, Ray being the faster of the two. He also is more brittle than "Braggo," who goes into a bag with the same vigor as he shows when taking a cut at the ball.

Cobb may be the hardest man in the American League to touch out when he is trying to steal, but he annually gets touched out oftener than anybody else. Last year the Peach was beaten to his pilfering destination on thirty-four occasions, and as he stole fifty-five bases his base-running average was .611.

Schalk, the best pegging backstop in the American League, if not in the country flagged Cobb only once in 1917 in eight attempts. Ty apparently beat Ray in the psychology game. A war correspondent of the Tigers says that he went over his score book once and found that forty per cent of the

(Continued on Page 2)

Hello Shanghai

By Domino

Hello Shanghai! City of a hemisphere,
Hello Shanghai! Go ahead from year to year,
Pootung, Hongkew, Yangtzepoo,
Bubbling Well and then "who's who,"
Each we'll picture, give their due
So
Hello Shanghai!

* * *

On the twenty-third of April—St. George's Day by the way—the A.D.C. will produce a brand new revue entitled "Hello Shanghai." The opening lines form part of the Get-a-way chorus. I prevailed upon the poet [?] to let me use them just once. Now I'm going to tell you all about the show.

Why shouldn't Shanghai have a revue all its own? We've heard of "Hello London," "Hello Broadway," "Hello Piccadilly," and when all the towns ran out, we even heard of "Hello, Hello—who's you're lady friend." Now we have a "Hello Shanghai" and it has all been fixed up in the Model settlement.

* * *

I looked in at the Lyceum Theater one day last week, and found a whole pack of the youth and beauty of Shanghai disporting themselves upon the stage. Mr. Mena Silas was at the piano, and judging from the "go-ey" tunes and pretty melodies I deduced that Silas was the composer. I guessed right the very first time.

* * *

The A.D.C. has gathered together a regular galaxy of stars to take the parts, and the dancers—plenty of dancing in the show—are a delight to watch even at this early stage. Mrs. Serebrianikoff will make a welcome reappearance. She has a couple of songs that suit her to a capital T, and she told me that she loves her part. Good! She is always good; so in a part that she likes she should go better than ever—which is going some!

* * *

Mrs. Poskitt and Mrs. Isherwood are also sustaining big parts. They take respectively Jess Field and Nan King. Both have pretty little songs and they know how to sing them. Among the mere males Messrs. Gordon, Silas, Langley, Whitamore, Springfield, Stormes and Kendal were to be seen. Gordon looks like scoring in his number "The Shanghai Volunteers" and Stormes is sure to make the most out of his song, "On the Bund."

* * *

The Club is lucky in having collared Mrs. Parkin and Mr. Peyton Griffin to help in the production. Mrs. Parkin always puts up some snappy steps, and her girls do her credit. It wouldn't be wise to give all the good things away that she has in store. Mr. Peyton Griffin is looking after the whole of the scenery. He has already finished a fine back cloth of the Bund and is at present engaged in fixing up a replica of The Carlton. His last scene—never mind what it is just now—is a triumph and it makes a fine setting for something extra special in the way of a ballet (for which Mr. Gee is responsible), and for a song scene in which Mrs. McMeekin is taking the principal part.

* * *

I often sit and ponder when I'm up
in Bubbling Well
Why the Bubbles keep on Bubbling
in the well, well, well,
I get all sorts of wonder thoughts
and these I'm going to tell
As I watch the Bubbles Bubbling
in the Well.

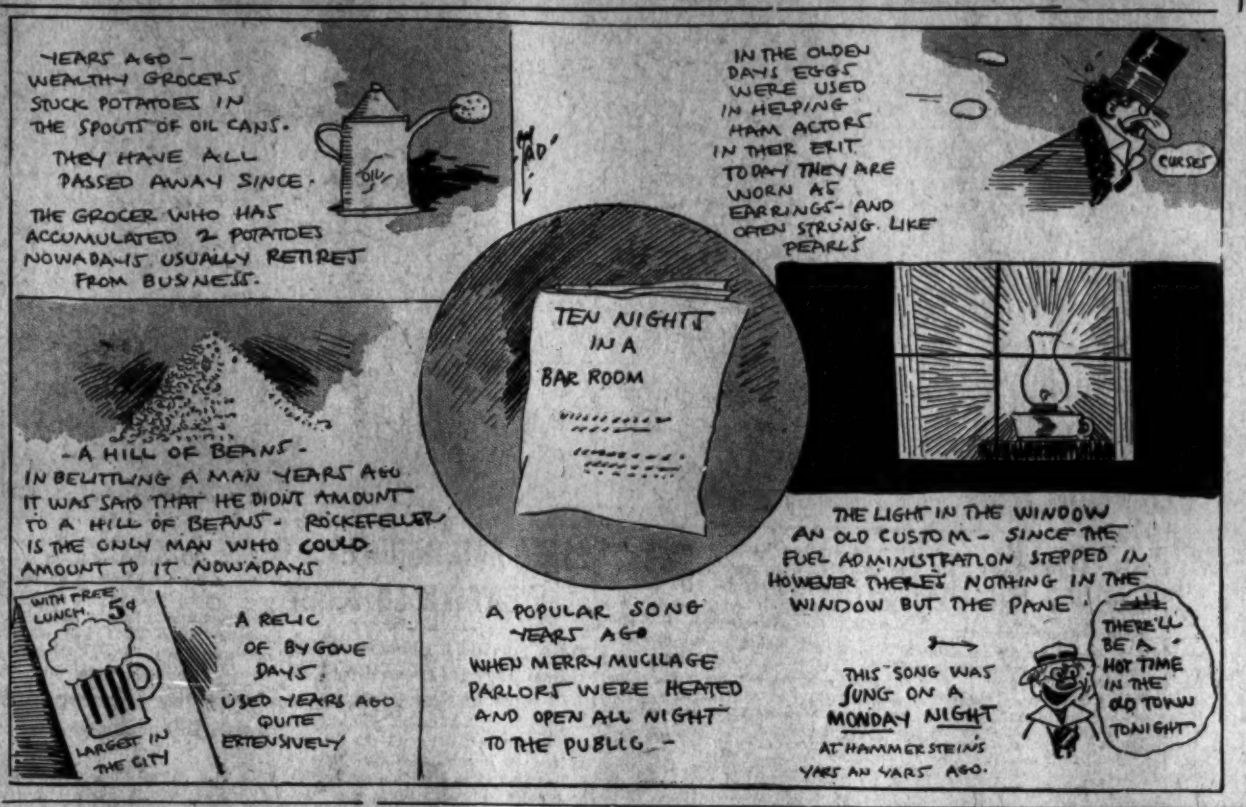
If you want to know just what the wonder thoughts are watch the date for booking.

* * *

Talk of booking brings us down to money; you cannot get away from it, but the producers want to get it away from you so that the Mesopotamia Comforts Fund will be enriched by a great big cheque.

Therefore
Hello Shanghai! Join us in our little show,
Hello Shanghai! pull with us and make it go,
Bund and Nanking Road, Kan Do,
Soochow Creek and old Whangpoo,
Maskee, au-saw-tee, Maloo,
So
Hello Shanghai!

Those Were The Happy Days! By Tad


YEARS AGO - WEALTHY GROCERS STUCK POTATOES IN THE SPOUTS OF OIL CANS. THEY HAVE ALL PASSED AWAY SINCE. THE GROCER WHO HAS ACCUMULATED 2 POTATOES NOWADAYS USUALLY RETIRES FROM BUSINESS.
OIL
IN THE OLDEN DAYS EGGS WERE USED IN HELPING HAM ACTORS IN THEIR EXIT. TODAY THEY ARE WORN AS EARRINGS - AND OFTEN STRUNG LIKE PEARLS
CURSES
- A HILL OF BEANS - IN BELITTLING A MAN YEARS AGO IT WAS SAID THAT HE DIDN'T AMOUNT TO A HILL OF BEANS - ROCKEFELLER IS THE ONLY MAN WHO COULD AMOUNT TO IT NOWADAYS
TEN NIGHTS IN A BAR ROOM
THE LIGHT IN THE WINDOW AN OLD CUSTOM - SINCE THE FUEL ADMINISTRATION STEPPED IN HOWEVER THERE'S NOTHING IN THE WINDOW BUT THE PANE
WITH FREE LUNCH 5¢
LARGEST IN THE CITY
A RELIC OF BYGONE DAYS. USED YEARS AGO QUITE EXTENSIVELY
A POPULAR SONG YEARS AGO WHEN MERRY MUCILAGE PARLORS WERE HEATED AND OPEN ALL NIGHT TO THE PUBLIC -
THIS SONG WAS SUNG ON A MONDAY NIGHT AT HAMMERSTEIN'S YEARS AN YEARS AGO.
THERE'LL BE A HOT TIME IN THE OLD TOWN TONIGHT

SHANGHAI GIRL THIRD IN HONOLULU SWIM

Margaret MacCabe, Daughter Of Local Swimming Champion, Placed In Carnival

Honolulu papers arrived by the Tenyo mail this week bring news of the big Hawaiian Swimming Carnival, held on February 22 and 23.

Swimming for the Hui Nalu organisation in the inter-club relay race, Duke Kahanamoku was credited with covering the distance (60 yards) in 29 4/5 seconds, which is one second faster than the former world's record held by C. M. Daniels.

Among the names of prize winners in the feminine events appears that of Miss Margaret MacCabe, who wore the Outrigger Canoe Club colors, and was placed third in the 60-yard breast-stroke for ladies. Her clubmate, Miss Dorothy Martin, who won the event, covered the distance in 1.05 1/5, a new tank record for ladies.

Miss MacCabe, who had never learned to swim before she went to Hawaii last June, is the daughter of Mr. R. W. MacCabe of Shanghai and must have inherited her father's prowess in aquatics, for Hawaii is the home of "mermaids" and the speed standard there is correspondingly high.

War National Run Is Won By Poethlyn

Reuter's Service

London, March 21.—The result of the War National run at Gatwick today was as follows:

Poethlyn	1.
Captain Dreyfus	2.
Ballymacad	3.

17 ran. Won by 4 lengths: a bad third.

Betting: 5 to 1 against Poethlyn, 20 to 1 against Captain Dreyfus and 7 to 1 against Ballymacad.

Today's Manicipal Concert

The program for this afternoon's concert at the Town Hall at 4.30 will be as follows:

1. Overture, "The Barber of Seville" ..... Rossini
2. (a) March, "Entrance of the Bojars" ..... Halvorsen
   (b) "Valse Triste" ..... Sibelius
3. Selection, "Cavalleria Rusticana" ..... Mascagni
4. Overture, "Phedre" ... Massenet
5. Suite, "Algerienne" Saint-Saens
   (a) Prelude
   (b) Reverie du Soir
   (c) Rhapsodie Mauresque

A. de Kryger,
Conductor-in-charge.

At The Theaters

The Frawley Company is to remain in Shanghai for a brief time longer, since the plague has made their northern trip impossible, and will introduce two new plays at the Lyceum this week. The first of these, to be presented tomorrow and Tuesday nights, is "The Great Divide." On Wednesday the "Tiger Rose" will be repeated by request and on Thursday and Friday will be given Belasco's successful drama, "The Easiest Way."

The sensational pictorial story of the Russian revolution, "The Fall of the Romanoffs," produced from facts given by the mad monk, Illodor, will be screened for three nights more at the Olympic Theater. The play is a big, living drama, thrilling and romantic, of the deep intrigue which culminated in the upheaval of last spring. It scored heavily with its first night audience.

A stirring five-part war film called "The Spirit of France" is the main feature at the Apollo Theater this evening, together with the second batch in the series of Bairnsfather's inimitable cartoons. The Annals of the war and the American Gazette are also being shown and at today's matinee episodes 9 and 10 of the mystery serial "The Seven Pearls" are the feature. Chapters 9 and 10 of "Judex?" will be seen tomorrow.

The Collier Girls, who have attained popularity with Shanghai audiences, will give a farewell performance at the Victoria Theater tomorrow night. They will be assisted by Messrs. Silas, Sanborn, Dearn and Smith. The successful film drama "The Crucible," in which dainty Marguerite Clarke is starring, will be shown at this theater tonight, "Mary Page" being the bill for today's matinee.

A five-part screen version of Frohman's strong drama "John Glayde's Honor" is being shown this evening at the Isis. There are also a couple of Keystone comedies.

Episodes 7 and 8 of "The Voice on the Wire" will be seen at today's matinee. Tomorrow night the five-part Selznick comedy-drama, "The Arrival of Perpetua," featuring Vivian Martin, begins.

Sports Correspondence

The Jeffries-Johnson Fight

Sports Editor, The China Press

Sir.—In order to settle a bet will kindly inform me of the date on which Jack Johnson fought Jeffries in Reno for the heavyweight championship. Thanking you,

Yours Truly,
J. J. E.

Answer, July 4, 1910.

The Harriers Club

A good deal of interest has been evidenced in the proposal to create a local Harriers' Club as a result of the printing of "Harrier's" letter appealing to cross-country running fans to get together for formation of such a club. A number of replies have been received, from both amateurs and men of experience in the game—including a former member of the "Highgate Harriers" of London—and prospects seem bright for speedy action. Arrangements are being made for a meeting to be held shortly of all interested in the sport and a most cordial invitation is extended to athletes of the various nationalities in the Settlement to get in touch with the project. The experienced hands who have come forward have promised to give all the assistance and advice at their command to any "youngsters" at the game.

Letters addressed to the Sporting Editor of The China Press will be turned over to "Harrier" who will see that inquiries are attended to and bring the writers into the movement toward organisation and the beginning of cross-country contests.

Mirovitch and Piastro

The second of the series of historical concerts by the popular Russian artists Mirovitch and Piastro will be given at 3.15 o'clock this afternoon at the Olympic Theater. The program includes Mozart's Sonata for piano and violin, No. 10; Haydn's Sonata for piano; and Beethoven's Concerto D. Major for violin, and Sonata Appasionata for the piano.

FULTON KNOCKS OUT M'MAHON IN FOURTH

Denver, Co., February 11.—Fred Fulton, contender for the heavyweight boxing championship, won from Tom McMahon of Newcastle Pa., here tonight

The referee stopped a scheduled fifteen round bout in the fourth round when McMahon was hanging on the ropes. The decision was awarded to Fulton.

Fulton gave McMahon a severe beating. The Pennsylvania battler was unable to get under his opponent's long reach and Fulton drove lefts and rights to McMahons' face at will. McMahon landed only four clean blows.

At the end of the third round McMahon was groggy. When he came up for the fourth Fulton drove a left to his stomach and sent lefts and rights to the face, followed by a left that rocked McMahon's head and sent him to the ropes, where he hung on apparently helpless. The referee then awarded the fight to Fulton.

ROWING CLUB MEETING IS HELD WEDNESDAY

Annual Report Of Organisation Shows Prosperous Season In Aquatic Sports

The annual general meeting of members of the Shanghai Rowing Club is scheduled to take place next Wednesday at 5.30 at the Club headquarters on Soochow Road, when it is expected that there will be a large and representative attendance of members.

From the published report of the club's activities it is seen that 1917 was a most successful season. Despite the war, which has already claimed sixteen of the former members on the roll of honor as killed in action, the Spring and Autumn Regattas, which were both held on the Henli reach, attracted great interest, while the swimming season was one of the best in the annals of the club.

The bath was well patronised by members and subscribers from June to September, the mixed bathing on Tuesdays, Thursdays and Saturdays being extremely popular all through the season. There were 19 participants in the weekly Summer Series and all the events were very keenly contested. High honors went to K. H. Gardner with a total of 27 points, A. E. Donald being second with 22 points and A. P. Goldman third with 20.

The annual swimming gala and aquatic sports was a complete success in every way, for apart from the excellent racing and the honors won by the members in the championships of Shanghai—all of those held during the function going to Rowing Club men—no less a sum than $577.85 was netted, of which amount $300 was donated to the Shanghai Wounded Fund. In addition to this useful contribution, the special sale of sweepstake tickets at the gala brought in $627, which was also allotted to the same cause.

Efforts are to be made towards an early start for training this season in the boats, and a proposal is afoot to alter the International events to the Spring Regatta, the idea being so that advantage may be taken of the longer evenings for practice.

The Committee for 1917, under the able leadership of Mr. W. E. Sauer, are to be congratulated on the satisfactory record of their doings for the past season, which should be an incentive to their successors, and granted due support from members the season of 1918 may safely be predicted a bumper one.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Chikuzen M. Mar. 26
Per N.Y.K. s.s. Yawata M. Mar. 28
Per N.Y.K. s.s. Y'shiro M. Mar. 30
Per N.Y.K. s.s. Kasuga Maru Apr. 2

For U.S. Canada and Europe:—
Per T.K.K. s.s. Siberia Maru Mar. 26
Per P.M. s.s. Colombia.... Mar. 30
Per N.Y.K. s.s. Kashima M. Mar. 31

OPTIMISM IN BIDS AT ROYAL AUCTION

Sometimes It Succeeds, But The Rule Of Averages Wins In Long Run

IT PAYS TO BE CAUTIOUS

Bidder Must Not Assume Partner Is Holding More Than Three Tricks

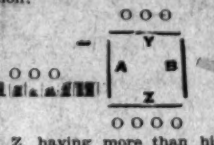
By An Expert

New York, Feb. 16.—Few persons seem to realise how much the theory of bidding at auction depends on averages. It is not what one does in any given case that is important, but what the net result of a hundred cases would be. It is very nice to overbid a hand two tricks and have your opponents overcall you and get set a couple of hundred, but how about the times when they drop it and set you?

It is also very easy to overbid a hand two tricks and get away with the contract, because your partner lays down two or three more than his share. But how about the times when he has just average? If you gamble on his having more than his share all the time, you are bound to lose simply because you are betting against averages, which are bound to beat you in the end.

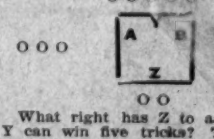
There are thirteen tricks to be played for in every hand, and if any player has more than his share, say four or five, there is no reason to suppose that his partner has less than his share of the remaining eight or nine. The mistake is in assuming that he has more than his share.

The first bid made, which is usually called a free bid, must be for at least seven tricks. These seven tricks are very seldom in the bidder's own hand. If he has four of them, that is enough because he assumes his partner will have his share of the remaining nine. Let us suppose this to be the distribution:



Z, having more than his share of the thirteen tricks, makes, a bid. He does not bid the four in his own hand, but has to say seven, which includes the three that he expects to find in his partner's hand. He is not sure they are there, but there is no reason why they should not be there, and he knows that in 100 deals his partner will have about 300 tricks, because that is his average expectation when Z has four.

But now let us suppose that Z is a player who has not studied trick values and bids on his hand because it looks like a big hand to him. His hand is actually worth only two tricks, but he bids to win the conventional seven. In order to carry out his contract even, to say nothing of going game, this must be the distribution:



What right has Z to assume that Y can win five tricks? The fact that Z does not assume it. He simply does not stop to consider the matter at all; therefore the unreasonableness of it does not strike him.

Every now and then it so happens that Z does hold two or three more than his share, and the contract goes through. It does not occur to Z in such cases that Y would have had a bid if Z had passed. In the success of the play the weakness of the original bid probably passes unnoticed.

It is this ocasional success that seems to tempt many players to continue making bids that practically assume unusual distributions of the cards and unusual strength in the partner's hand. If their attention is called to the fact that their partners must be able to win two or three more than their legitimate share of the tricks, they do not see it.

When the partner does not possess this extra strength, or when he relies upon Z's bid to support something of his own, or to make a safe double, or when Y makes a bid that requires just as much assistance from Z as Z's bid required from Y, the consequences may be disastrous.

Take this example. It was deal No. 12 in the duplicate game at the Knickerbocker, January 3. The dealer sat west.

H. K 9 8 4 2
C. Q 5
D. 10 9 8 3
S. A 9

H. 10 5 — H. A Q J 6
C. K 6 2 — C. 8 7
D. K Q J 7 2 — D. A 6 4
S. Q J 2 — S. K 10 8 5

H. 7 3
C. A J 10 9 4 3
D. 5
S. 7 6 4 3

At one table Z started with two clubs, probably on the old theory of six trumps and a singleton, although his hand is not strong enough to justify a bid of one club even, because there are not four tricks in it, and therefore Z has no more than his share of the thirteen.

A overcalled this with two diamonds

and Y bid two hearts, which B doubled. Here we have the double fault. Z has not enough to bid one, yet he bids two. Y has not enough to support the clubs even, and certainly not enough to bid two hearts nor even one, yet he bids two. Add these two errors and it looks as if the two hands had overbid themselves four tricks at the least. The result proved it to be even worse.

Y had no right to shift to hearts and should have passed. Z, on the other hand, had no right to leave his partner in with the hearts when he had only two of the suit himself and he should have gone back to the clubs. This would have saved 256 points, even if he was doubled.

Against the hearts, with four good trumps, B led his own, the spades, and Y won with the ace. He then led the queen of clubs for the double object of a finesse and to get a trump lead from Z's hand. A won the club trick and led the ten of trumps, so as to disarm dummy and save his diamonds.

Y put on the king and B won with the ace of trumps, led the queen and then started the diamonds, getting a club discard on the fourth round. Then he trumped a club and made his king of spades, after which the top trump was still good.

Here is another example. It was No. 23 in the same duplicate game on January 10. The dealer sat south.

H. 6 4
C. 3
D. Q 8 5 3 2
S. Q J 10 4 3

H. K 10 2 — H. A Q 7 5
C. A K 5 4 — C. 6
D. 10 6 — D. A K J 9 7 4
S. A 9 7 5 — S. 8 2

H. J 9 8 3
C. Q J 10 9 8 7 2
D. ——
S. K 6

Z started at one table with a bid of two clubs. The old excuse is a trifle stronger here. There are seven trumps (if clubs are to be trumps) and a missing suit, which is better than a singleton.

A passed and Y bid two spades. B said three diamonds. Z went three spades and A three no trumps. This was passed round to Z, who went back to the clubs, bidding four, which was doubled and set for 400, less simple honors. A and B could have gone game in either diamonds or no trumps, and did so at other tables, but that would have netted them less than 200.

All Z could make was five of his seven trumps and the king of spades, as a led the ace of spades, Z holding up the king, but that made no difference as long as A went on. Had he given up the king B would have ruffed the third round from Y.

At the tables at which Z passed the first round A bid no trump, Y and B passing, and then Z made a secondary club bid, which A passed. Y then bid the spades and B the diamonds. Why A did not return to no trumps is not clear, but B went game at diamonds easily enough.

Transpose the hands of A and Y and it is an easy five odd in clubs. Had the hands been so dealt probably no one would have commented upon or even noticed the optimism of Z's original bid of two clubs because it would have been played at two clubs eventually, even if Y, holding A's hand, had bid no trumps.

Then Z would have been confirmed in his opinion that his opening bid was perfectly sound, because it won!

Judge Rummy's Court — By Tad

NOW! SHE BLAMES ME FOR NOT HAVING COAL- I'M TO BLAME FOR EVERYTHING
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INTRUDING THE FACE ON THE BAR ROOM FLOOR
ALECKTHANDER— ALECK— WHERE ARE YOU GOING?
I'M GOIN' TO RUSSIA FOR A REST

Modern Players Easy To Tag Ont

(Continued from Page 1)

errors made by Detroit's opponents were on plays in which attempts were made to get the Peach.

Collins Was A .706 Base Runner

Eddie Collins was a .706 base runner in 1917, getting away with fifty-three steals out of seventy-five tries. Severeid turned Comiskey's high priced athlete back five times, Leslie Nunamaker vetoed three attempts to pilfer.

"Minooka Mike" McNally's percentage on the lanes was .429. He got away with three steals in seven opportunities.

Ray Chapman had about the same amount of success as a base runner as Eddie Collins. He stole one less base and was thrown out once oftener, giving him a credit of .693. Ainsmith stopped the Cleveland shortstop four times, and so did Severeid. Walters halted him on three occasions. Ray Schalk had little success keeping the Indian from stealing, stopping him only once out of seven chances.

Roth's successful steals were fifty-one in number, his unsuccessful larcenies seventeen, giving him a base running average of .750. He had the time of his life when Ainsmith was catching for Washington. He stole ten cushions and was stopped only once. Severeid, Nunamaker and Agnew each made three throws that retired "Braggo," a nick-name pinned on Robert Frank when he was with the White Sox.

Of the five National Leaguers named by Evers as fast and hard to touch out when they were trying to steal, Carey was caught seventeen times, Maranville twelve times, Stengel sixteen times, Long twenty-three times and Whitted thirteen times. The Pirates' base running average was .730, the Braves' .693, the Superbas' .529, the Cardinals' .477 and the Phillies' .435.

Tommy Long may be a hard man to touch out, as Evers says, but the Cincinnati men who play around the keystone sack don't think so. In the game of April 14, "Mule" Watson pitching, Ivy Wingo made three perfect throws to second that retired the fleet St. Louisian. Dave Shean took two of these pegs and Larry Kopf the other.

CLINE AND DUNDEE BATTLE TO DRAW

Most Of 7,000 Spectators Believe Patsy Ill-Treated By Referee At New Orleans

New Orleans, Feb. 11.—At the end of the twenty round bout between Iriah Patsy Cline and Johnny Dundee, New York lightweights, in the Louisiana open air arena tonight Remy Dorr, the referee, announced that his decision was a draw. The majority of 7,000 spectators did not receive the verdict with favor, for they believed that Cline had earned the decision by a fair and clear margin. Ringside experts agreed that Cline had earned twelve rounds, that three sessions were evenly fought and that only five belonged to Dundee.

Cline did all the forcing. He forced Dundee all over the ring. Not once did he give ground. Dundee, on the contrary, worked crablike to the rear, except toward the end, when he stood his ground and fought back. Cline's punches were clean and effective—hooks, straight blows and uppercuts. Dundee's punches were wild swings that occasionally landed on Cline's ribs and a few light jabs to the face. Cline repeatedly pushed Dundee to the ropes and made him jump with hard blows to the stomach. In the fifth round Cline cut a gash under Dundee's left eye.

Cline had the better of the first five rounds, which were very fast. Cline forced Dundee all around the ring with a crossfire of blows. In the fourth session Patsy crowded Dundee to the corners and pinned him on the ropes with a shower of hooks to the face. In the fifth Cline cut a gash under Dundee's left eye.

Cline continued his aggressive tactics throughout the next five rounds. He played a drumfire of blows to Dundee's face. Dundee's best blow was a hard right swing to the ribs. In the eighth round Cline followed Dundee around the ring and then pinned him to the ropes with a terrific right to the pit of the stomach that made Dundee jump. In the tenth Dundee had the better of the session, his first advantage of the bout.

The eleventh and twelfth rounds were a mixture of rallies, with Cline having a shade the better of it. He forced Dundee to give ground frequently. The thirteenth and fourteenth were even up, both standing toe to toe and mixing. Cline forced Dundee to give ground in the fifteenth.

In the sixteenth and seventeenth they battled with heads on each other's shoulders and used their arms like flails, pounding away to the ribs and face. Cline shook up Dundee with a hard right to the face in the eighteenth. The nineteenth was a whirlwind round of hard fighting and so was the twentieth.

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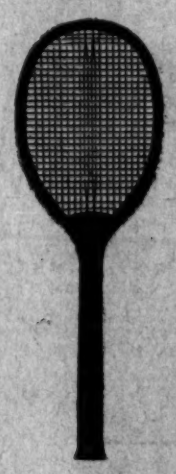

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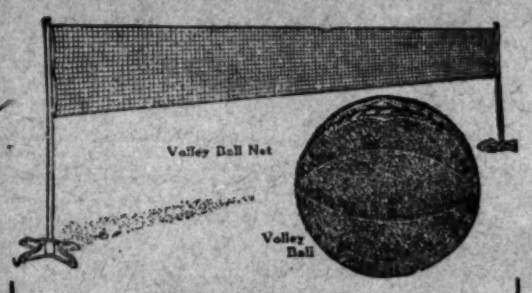

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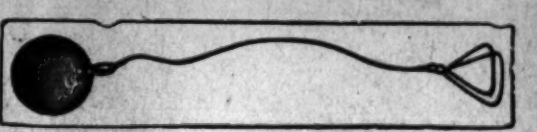

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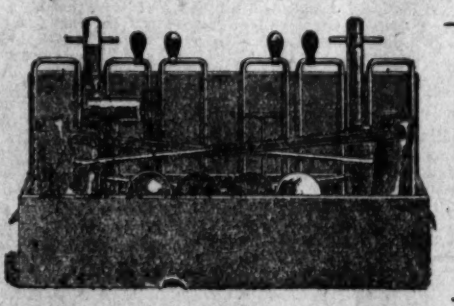

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RULE PROPOSED TO SPEED UP BASEBALL

Commission Considering Plan To Permit Batsman To Steal First Base

According to a recent issue of The New York Sun, a change in the baseball rules that was much argued about in Shanghai three or four years ago, is now being debated in America. Says The Sun:

A novel scheme by which a batsman would be permitted to steal first base any time the ball is in play has been advanced by a Kansas City lawyer. This attorney has written several letters to Garry Herrmann, chairman of the National Commission, and Herrmann has been interested to the extent of sending copies of his correspondence on the subject to his fellow members of the commission—Tener and Johnson—asking for an opinion of the scheme.

The idea is not new. It was advanced several years ago, but was dismissed as being too radical. The fact that Herrmann gives the matter serious attention and does not treat it in the nature of a letter received from the average baseball crank leaves it open for discussion.

At the first glance it would look as if the scheme is too revolutionary to merit consideration, but the arguments presented in its favor by this attorney are reasonable, and the scheme has some really admirable points in its favor.

Unquestionably baseball had too many pitchers' battles and low score games in the past decade. The baseball fan wants action, and action really is the keynote of baseball. If a rule can be formed that will inject more action into baseball without interfering with the other fundamental points of the game it would be well to give it worthy consideration.

The privilege of the batsman to steal first base would, without question, give baseball more snap. Can any one imagine a more exciting spectacle than Cobb facing a pitcher in a pinch while fans and opponents eagerly watched and waited to see whether Ty would try to hit the ball or to steal first base?

The plan also would automatically increase batting, and to give the batsman a greater chance against the modern specialised pitcher seems to be the greatest need of baseball. If the pitcher had to guard against the batsman stealing first base, he would pitch with less confidence, and more hits would result. More men on the bases would, of course, mean more runs.

The adoption of this plan also would place a greater premium on throwing catchers, and would tend to speed up baseball in all departments. Each player would have to be constantly on his toes and a dull thinker would soon pass out.

There will be a lot of baseball fans and magnates who will oppose the scheme, largely because it is new. Their stock argument is that the rules of baseball have held all these years and the game has progressed remarkably well under them. But that is no reason why baseball cannot be improved.

DEFENDS PRESENT BASKETBALL RULES

New York, February 3.—Ralph Morgan, Secretary of the Joint Rules Committee of the National Collegiate Athletic Association, the Amateur Athletic Union and the Y.M.C.A., wrote a letter yesterday defending the rules as promulgated by his committee and asserting that the so-called freak rules saved the game of basketball when it was declining in popular favor and seemed certain to be abandoned as a sport.

"Personally, I believe," he wrote, "that the so-called freak rules have saved the game of basketball. Some ten years ago the game was undoubtedly on a distinct decline. It was too rough. The spirit of the players in the colleges was bad, and in general there was strong criticism against basketball as a game. President Eliot of Harvard characterised it as more brutal than football, and he meant the football of before the reformation of 1906 which led to the present open game.

"The Basketball Rules Committee of the National Collegiate Athletic Association went to work with a will to save the game. We eliminated bodily contact by clear definition of holding and blocking. We minimised fouling by discriminating between bodily contact fouls and technical infractions of the rules by calling the former personal fouls and disqualifying the player making four in a game.

"We defined the dribble and allowed only a continuous dribble, thus preventing much of the feinting and dodging of the clever dribbler who could be stopped only by bodily contact by his guard. In short, we put a premium on clever passing, clean floorwork and accurate shooting.

"I do not think these are freak rules, nor do I think a game that has been developed in the past ten years in the way basketball has been under the amateur rules can be stigmatised by the word 'freak.' And this is basketball's greatest year. Easily 5,000 teams in the fourteen National Army cantonments are playing the game in addition to the many college, school, club, church, Y.M.C.A. and other organisations. These are all playing the amateur rules devised by our joint committee."

Miss Weld, Boston Girl, Wins Figure Skating Title

Hands The Hon. Mrs. Beresford Her First Setback In Championship Competition In Crystal Ice Palace

New York, February 14.—A bit of the atmosphere of the Palais de Glace, Paris, or the Admiral's Palats, Berlin, at the height of the winter season in Europe, surrounded the Crystal Carnival Ice Rink, Broadway and Ninety-sixth street, last night, where Miss Theresa Weld of Boston, the Hon. Mrs. S. R. Beresford of London and Miss Rosaline Dunn of New York matched their ice prowess in a fancy skating contest for women.

For the first time in her ice career the Hon. Mrs. Beresford, winner of the international junior title at St. Morits in 1913 and the grand open at Prince's Rink, London, in 1914, was beaten. To Miss Weld went the laurel wreath of victory.

A task akin to the Judgment of Paris confronted the three judges, George H. Browne and Paul Armitage of Boston and James A. Cruikshank of New York, for the fair trio were so evenly matched that it was next to impossible to draw the line of superiority. The decision of the judges was unanimous, but the arbiters agreed that never had they been called upon to decide among opponents so wonderfully closely matched as Miss Weld and the Hon. Mrs. Beresford.

Miss Dunn's Mishap

For a greater part of the contest Miss Dunn remained well in points with her two rivals. But at the end the gods frowned upon the local skater, and while executing one of the difficult turns in the valse with which she wound up her program her skate tip caught in a crack in the ice and she fell. The fall cost her laurels. Miss Dunn's mishap was akin to that of St. Liedwi, the patron saint of skating, who had so bad a fall on the ice in 1396 that she thenceforth gave up skating and devoted the rest of her life to religious exercises.

Figure skating is nothing more or less than dancing on the ice, and in no other branch of the art of Terpsicore is the poetry of motion so entrancingly revealed. Regarding Miss Weld in particular last night there was poetry, music and rhythm in each glide, bend and sway. For beauteous grace and rhythmic movements Pavlowa of the twinkling toes can give no lessons to Theresa of the flashing blades.

Her style in the fundamentals, the first part of the program, was next to faultless. It was finished, studious, typically Bostonese in attention to every detail yet with all so smoothly executed as to belie the effort and study of technique that lay behind it.

Selects A Fox Trot

In the free skating, which was executed to music, Miss Dunn chose the valse and the Hon. Mrs. Beresford the Russian mazurka. It was typical of Miss Weld that she chose a modern up to date fox trot. To the strains of the jazz band in the gallery Miss Weld "trotted" over the ice with a graceful abandon that delighted the onlookers. She executed the difficult figures of the ice tango with movements seemingly devoid of effort or exertion, fading and melting one figure into another as she wove with infinite grace and wondrous skill the separate parts into a harmonious whole. Like a Norse elf she flitted over the ice with effort so craftily hidden as to make her appear wafted along by some unseen air current.

The Hon. Mrs. Beresford, who is a Diana in appearance, is a Diana in movement and execution. Her style is bold, free, majestic in its wide sweeping curves. Less finished to the eye of the expert than that of Miss Weld, the style of the English visitor is more beauteous to the average spectator.

Miss Dunn, more petite and debonair than either of her rivals, exhibited a style which might be termed joyful and exuberant. She seemed to bubble and joy in her skating, taking it all as if it was a huge lark. Her manner was infectious and judges and spectators were all smiles and laughter during her exhibition. She executed the difficult figures with the grace of a ballet dancer. But for her unfortunate fall the judges would have had even a more difficult puzzle than they were forced to untangle.

School For Card Players

Auction Bridge. N. C. says: With five tricks to play, the declarer lays down his cards and says he must lose a club trick, as he cannot get into the lead with his own hand, in which he has three established hearts. His partner protests, as hearts are trumps. It then transpires that the declarer thought he was playing a no trumper. The adversaries insist that the trick, being conceded, must stand.

If dummy entered his protest before the concession was accepted, and had not been looking over the hand of either adversary, he can insist that the hand be played out, and then, if hearts are trumps, no trick will be lost.

H. M. T. says: A and B are partners against Y and Z. Z makes a bid, which B doubles. Y calls attention to the bid out of turn, and says he cancels it, whereupon A doubles Z's bid. Y insists that A is barred from bidding and that Z can play the hand at his declaration, undoubled.

The interpretation put upon the law by Y may be what the framers of the law had in mind, but if so they did not know how to express it properly, as law 49 distinctly says that when a bid is cancelled the player whose turn it was to declare bids. If he happens to be the partner of the player in error, the law says that he cannot bid any more. According to this A's double stands, but that ends his privileges as a declarer.

J. B. A. asks if there is any rule against the fancy style of dealing the cards that some players affect, giving first to the left and opposite and then to themselves and the player on the right?

If the cards are actually dealt in that order it is illegal, as law 37 specifies a misdeal as one in which the cards are not dealt one at a time in rotation. But perhaps J. B. A. is mistaken, as some persons have a habit of dealing in the manner he describes, crossways, with one hand, but the cards actually fall in their right order, four being removed from the pack at a time.

F. J. E. says: The contract is four spakes, doubled. The declarer makes five by cards at 18 a trick, 50 for his this he takes three tricks and scores contract and 50 for a trick over. Is this correct? B says not, but the declarer says after the tricks have been transferred the score is made up as the tricks lie.

The declarer did not fulfil his contract in play and is therefore not entitled to any bonus for so doing, nor for any tricks over his contract. If he takes the tricks to help him out that is all he is entitled to. He is correct in saying the trick score is made up as the tricks lie after the transfer, but the bonus is another matter.

Pirate. L. G. D. says: The player on my left has bid a club, accepted on my right. The declaration goes to the player opposite me, his partner on my left. I hold the jack and two small clubs, four trumps to the ace and four of another suit to the king queen. What should I lead?

A small club through the club bidder to your partner's stopper. It is useless to lead the jack, as that may cost two honors to get one trick if the queen covers. If you can make two club tricks you may save the game.

Poker—F. H. says: A bets that a hand of only four cards can win the pot if it contains the best combination of any hand shown in the call.

A is wrong. Any hand of more or less than five cards is foul and cannot win anything.

T. E. H. says: A opens a jack and B raises. As no one else comes in A declines to see the raise, whereupon B shows his hand to one of the players and takes in the pot. C bets that if a player shows his cards to one player all have a right to see them, as he had raised the opener.

If B's raise was not called no one had any right to see his cards, but if he chose to show them to some individual or to the board that was his privilege, not his duty.

G. G. L. asks: What is the proper rank of a tiger?

Usually played to beat a straight and lose to a flush. Its mathematical rank would be between the flush and the full.

SHAMROCK IV. MAY BE FITTED FOR RACE

Sir Thomas Lipton's Agent In New York To Inspect 1914 Cup Challenger

New York, February 14.—Sir Thomas Lipton, perrennial challenger for the America's Cup, consistent loser and good sportsman, has not abandoned hope of eventually capturing the famous trophy. In fact, the British yachtsman already is laying plans to send Shamrock IV. after the coveted prize as soon as the war ends.

Captain Walter M. Marks, Sir Thomas's representative, arrived in an American port yesterday, with instructions to inspect the cup challenger, which has been laid up in the Erie Basin since the postponement of the races of 1914. Captain Marks is to report to the owner as to her condition.

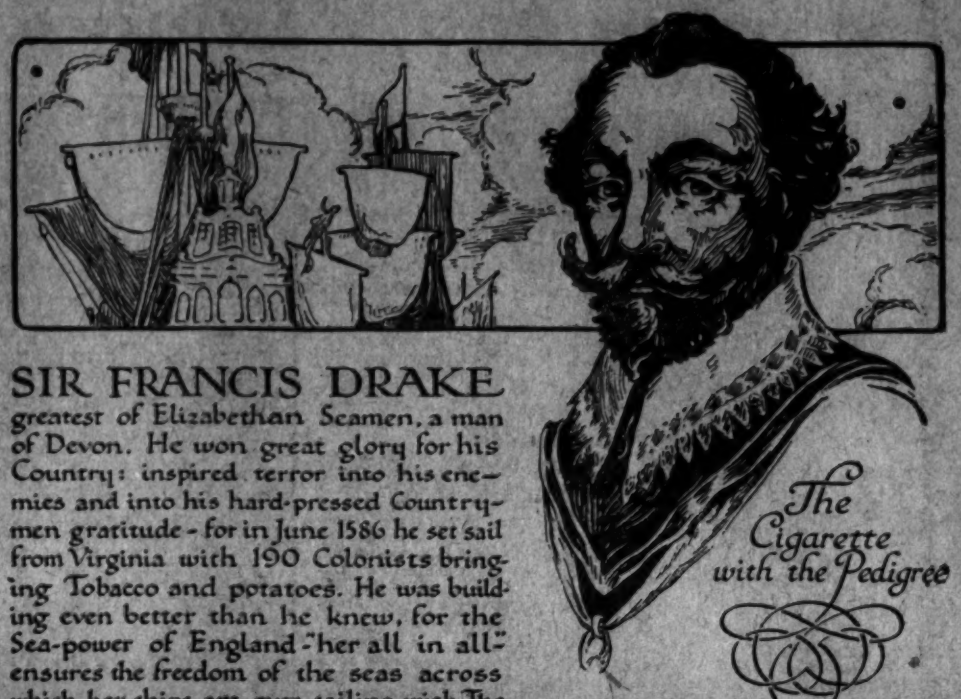
This action on the part of Sir Thomas might possibly be construed on his part as a belief that the war will not last very much longer and that the race set for 1914 may be staged next fall. Shamrock IV. arrived here August 17, 1914, having left Falmouth on July 21. The boat dodged German war vessels on the way over and finally put into Bermuda on August 11 for safety. A few days later she continued her voyage and reached New York safely.

Then came the war and all concerned decided a cup race under the circumstances was out of the question. Shamrock therefore was laid up in the Erie Basin, and has since been there. While the expense to Sir Thomas was heavy, it was mild compared to the loss to the prospective defenders. Four boats to engage in trial races had been constructed at an expense of $1,500,000, but as soon as the cup races were declared off the craft were dismantled.

It is probable that in the event of another race for the cup new defenders will have to be constructed.

Passengers Departed

Per T.K.K. s.s. Tenyo Maru for Hongkong:—Mr. and Mrs. M. A. Annet, R. S. Anedrson, Cheng Chen Fee, Chan Kwok Man, William Desseau, V. Frasee, H. R. Franz, T. Kawamura, Y. Koshimidzu, K. Kasai, Joe Chan San, Y. W. G. M. Malcolm, T. Kaubayashi, Imano, Kinnagawa, E. Nihashi, T. Okowara, J. C. Parkin, K. Tomaki, C. Y. Wang, N. L. Wimmler, K. Dodo, Ching, San Lee, K. Hatl, King San Lee, Lin Pin Wha, J. Russo, J. M. Rangel, J. L. Young, Yue Mo Chang Wang Shih Kong, Wong Soo San, T. Otani, K. Kojima, J. Seki, Tong Klang and Wong Yang, Mrs. D. H. Silas, Misses Silas and S. Rossetti, Mr. and Mrs. Issac and 2 children, Mr. and Mrs. C. F. Wong,, and Mr. and Mrs. S. T. Williamson.



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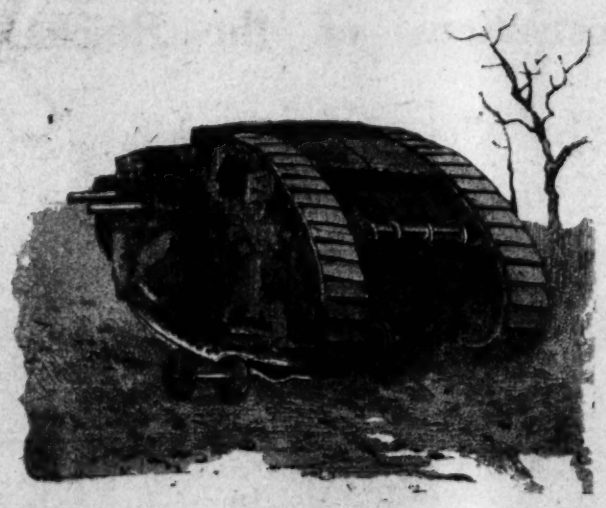

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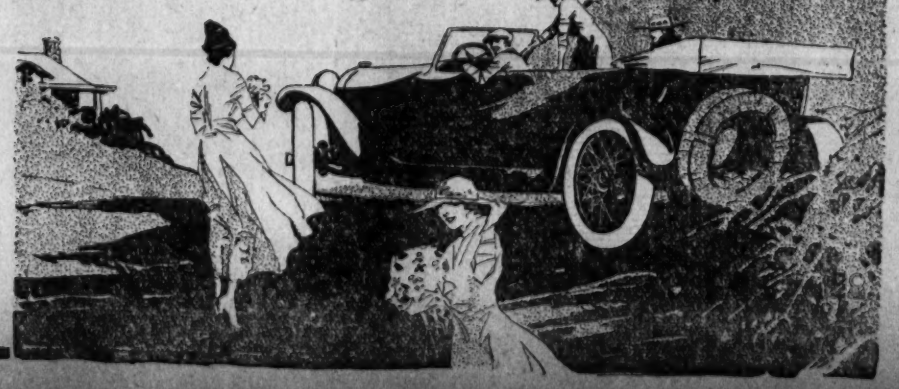

Now Is The Time To Buy, Mr. Shanghai Motor Fancier

Many Things Conspire To Make The Opportunity Auspicious for Local Buying

Never in its history has Shanghai, or in fact China, been offered such an opportunity as exists at present for the prospective motor car buyer.

Exchange is of course the chief factor in present conditions, but it is by no means the only one. Production has enabled manufacturing companies to turn out more and better cars with comparatively small increases in price due to scarcity of raw materials. And local automobile dealers have been successful in getting stock. The result is: cars in stock; favorable exchange; low selling prices; and last but not least, fair weather.

"Spring is here." That's the cry that is being sounded to every one. The call of the outdoors is strong, and it is being answered with enthusiasm. And with that call ringing through the country, the demand for motor cars has been stimulated. Local dealers report an almost unprecedented call for cars.

The motor car buyer who understands the opportunity that is offered him now is not acting with hesitation. He knows that any one of a number of things may happen to militate against the motor car market. It is not probable that exchange will affect him for some time to come, but there is always the possibility of government regulation curtailing the export of cars to this territory.

The manufacturing cost of cars has gone up, too. A recent issue of Motor told of rises in all makes of cars, ranging from G$50 to G$500. This rise of course must be met by the ultimate consumer. While these prices have been paid by local dealers, the increases have hardly been felt in the local market. Some have cut down the margin of profit while others have, by making favorable exchange contracts, covered themselves and thus have been able to market the cars at practically the old prices.

Competition, which is keener now than ever before, has worked miracles in reducing prices. Practically every motor garage in town has its stock of new cars and all are campaigning to move them. The result is of course noticeable at once to the observer, especially in Shanghai. Every day new cars are to be seen. It has often been said that Shanghai is a remarkable city because of the number of cars it supports in relation to its road extent. It is true, but motorists know that there are many pleasant drives in the city, and that they obtain a maximum of pleasure and service from their cars.

When buying a car the purchaser must remember one or two things. If he is dealing in standard makes he may be sure he will receive value according to the money he spends. Competition has made this possible. Every maker knows that if his car is to be a success he must put value into the car. Of course some cars excel others in performance. Some are more luxurious than others. Whatever merit the car has, the buyer must pay for it. Yet he should not pay more than the car is worth. Every dealer can tell the buyer about his car. Then it's up to the buyer to decide which car offers him the greatest investment value. He must remember, however, that price is not the only factor. That is a tendency on the part of many—beat down the dealer and congratulate himself on his shrewdness. It is not always shrewdness as many an owner has discovered to his sorrow.

Service may be said to rank in importance with the car itself. Ten thousand miles stretches between Shanghai and the motor producing centers of the United States. Naturally the question arises, "What can the dealer do for me—what guarantee can he give me that my car will give me the service it should"? Most dealers have met this question, and spare parts are carried in quantities sufficient to assure proper protection to the motorist. Some, of course, offer more than others, just as some cars are superior to others. That is another question that the well informed buyer must have answered to his own satisfaction.

In the first paragraph of this article, stress was placed on the opportunities now offered to motor car purchasers. It is well to return to that phase. It is unnecessary to dwell on attractions the outdoors has. Everyone has felt them. Price has been covered. Availability should receive some attention. Most local dealers have cars in stock. Some have ten, others one hundred. That doesn't mean though, that there will be a car for the procrastinator.

Correspondence from America tells of an almost unheard of congestion on traffic lines. Inland freight is a great problem in the United States today. A producer of one of America's best known makes of cars, in a letter received here Monday, told of the difficulty his company was experiencing in moving cars. For short hauls it was often found necessary to use motor drays and trucks. Freight cars are not available much of the time, most of them being used for transporting war supplies to the Eastern seaboard. This means that car shipments to the Orient are subject to delay, and it often requires two or three additional months' wait before delivery can be made to vessels on the Pacific.

At any time this freight congestion may become so severe that delivery to the Orient is impossible. If this should come to pass it would mean a shortage, in time, of cars on the local market. Therefore prospective buyers would do well to order their cars while there is stock in the city.

From Tientsin, Peking and the outports, also, the demand for cars is being felt. Practically every boat leaving Shanghai for the outports and Manchuria carries its consignment of cars. This means another drain on local stock. Dealers in Shanghai have all adopted the slogan "Do it now" as a word of good advice to purchasers.

The following table gives the names of motor cars and the dealers handling them in Shanghai: Briscoe, Arkell and Douglas; Buick, H. S. Honigsberg & Co. Inc.; Cadillac, Central Garage, Chandler, Star Garage; Chevrolet, Eastern Garage; Dodge, Gaston, Williams & Wigmore F. E. D. Inc.; Ford, Dodge & Seymour; Hudson, Dodge & Seymour; Hupmobile, Eastern Garage; Interstate, Eastern Garage; King, Arkell and Douglas; Liberty, Gaston, Williams & Wigmore; Locomobile, Gaston, Williams & Wigmore; Maxwell, Eastern Garage; Monroe, Shanghai Horse Bazaar; Milburn Electric, Anderson, Meyer & Co.; Overland, Central Garage, Packard, Honigsberg & Co.; Premier, Eastern Garage; Roamer, Honigsberg & Co.; Scripps Booth, Shanghai Horse Bazaar; Stearns Knight, Studebaker, Shanghai Horse Bazaar; Smith Filer, Gaston, Williams and Wigmore.

Present And Future Outlook Of The Industry 'Over There'

By Charles G. Harper
(*In Motor*)

The Editor of Motor has asked me as an Englishman to contribute some matter illustrative of what the present conditions are and what those of the after-the-war period are likely to be in England and France, in respect of the automobile trade and industry. It is a subject which cannot fail to deeply interest your side, because, as I understand it you, with a vast aggregation of capital committed in the output of cars of all kinds and accessories of every description, will very soon be over-producing, when once the war is out of the way. Even the great field you have at home in the United States will soon be fully occupied when affairs become normal; and those markets that are naturally yours—I mean Mexico and certain of the Central and South American states, will scarce be capable of absorbing all your output. What, therefore, will be the position as affecting you, in England, the British colonies and perhaps France?

It is a very complicated question, and no man has sufficient data to go upon to be able to pontificate about trade tariffs because, in sheer fact, our own mandarins who arrange these things do not themselves know. I dislike bringing politics into such a discussion as this; yet, in essentials it resolves itself into a political question. The British Government of today is an amalgam of parties and political creeds, held together only by the dangers and exigencies of the times, and is practically a co-opted body, in what measure, great or little, representing the will of the people and enjoying public confidence man can tell; for the reason that seven years have passed since an administration was born of a general election. It is another and vastly different world to that when the last British general election was held. At that time the nation was pretty evenly divided on the question of protection (i.e. tariffs) or free trade; but its collective will is now an unascertained quantity. No very long terval can now exist before another appeal to the electors of this country must be made; and then we shall know. Shall I risk the role of prophet? I think I will. If the next popular vote will show a majority for protection, whereby British and British colonial trade will be safe-guarded, and manufacturers of all kinds (not only of automobiles) will be given that "security of tenure" which Radical governments have professed to be so keen to assure the farmer (to give an illustration). I do not mean to say that any possible British government will be such a business body that it will consider its chief interest that of safeguarding commerce, which has usually been left to look after itself; but I do say that such British workingmen as have not been called to war—and working women too—have enjoyed such material prosperity during the war, under what are nothing short of protection and tariff conditions, that they will not lend themselves to anything which may leave them worse off, as free trade would probably do.

May Expect High Tariff

Therefore, you may look for a tariff of 33 1-3 per cent, or more, in sheer self-defense; and your business men must be prepared to do even as some of ours have done in the States in past years; to erect factories this side, if they want to keep their trade. I do not claim any prescience for this: the handwriting is upon the wall, plain for most men to see.

Meanwhile, the British manufacturers of automobiles are all engaged on war-work and can at present make only a few cars to special license of the Ministry of Munitions. But there is nothing to prevent designers thinking out and planning new cars; and most of the reputable British firms are in fact, advertising that they have long "waiting-lists" of customers for their "post-bellum" automobiles. They are not, however, so keen to divulge exactly where those cars of the future will differ from the old. That is understandable. But received opinions almost with one accord agree that British manufacturers are to make a big bid for the custom of the small man, I indicate the man of moderate means. They think the after-war period will be one in which the luxury-car will be an article in comparatively little demand; and thus they are going to concentrate on the light-car. We are not, in this country, greatly enamored of the coupe body (which I believe you call the sedan) for the small, light car. It is thought by the open-air Britisher to be stuffy and in light makes, noisy. So the light, open car will be produced, highly standardised, in large numbers, and from drawings and photographs I have seen will be an extremely elegant production, low-built and with long wheel-base. We, like yourselves, really take our ideas as regards the note in body-building from France, traditionally the home of elegance. The last cars built up to the beginning of the war exhibited this trend towards long wheel-base and low body. They were the note of the car-de-luxe; and it will be found that the popular-priced cars of the after-the-war period will display every effort to simulate that idea of luxury. Incidentally, the makeshift "dickey-seat" will disappear.

How Government Control Works

Government control of engineering firms, and especially of automobile concerns, has, combined with our profits tax, worked in unexpected ways. British business houses have ever been conservative, and they have commonly divided their profits up to the hilt; appropriating no considerable sums for experimental purposes. Working now practically, we may say, with public moneys, they have experimented initially in the national interests, but of necessity finally in their own, and in many directions the results have been extremely fruitful. New alloys, light and strong and durable, have emerged, finally confirming the theory which was once a heresy, but is now becoming a dogma, that engine-weight is not necessarily engine-strength. A very great deal has been learned here in motor and aero-engine practice and it would hardly be too much to say that it has been revolutionised. I do not think I shall shock instructed opinion—although the uninstructed probably will be surprised—by saying that, on the whole it is French invention and British manufacturing ability and workshop facilities in alliance that will emerge most brilliantly from the apparent chaos of today. The French are an inventive race. They have the quick uptake, the instinctive flair and audacity. A very eloquent illustration (although outside automobile affairs) is afforded by that famous French gun, the "75," since improved, which contributed very largely to stopping the Hun on his bid for Paris.

No more striking illustration of these remarks is to be found than in the wonderfully efficient aero-engines designed and produced by Louis Coatalen, the mechanical genius of the Sunbeam Motor Co., of Wolverhampton. Mr. Coatalen is French or French-Belgian. At any rate, racially a Frenchman, to whatever state he owes allegiance. The Sunbeam Motor Co., was in its beginnings an obscure concern, in some ways an offshoot of our famous Sunbeam cycle firm. When I say obscure, I do not mean illnaturedly to criticise. Indeed I should be the last to do that, because the Marston family, concerned in those enterprises, derive from the same Shropshire town as myself. But the fact is that the Sunbeam Motor Co., started rather late and was initially up against very big and powerful corporations. And then it had the fortune to find Coatalen. Those were the days of two-cylinders, when the eager spirits wanted three, or even four; and

(Continued on Page 4)

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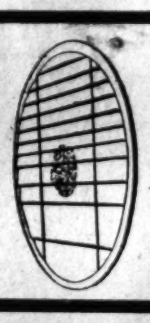

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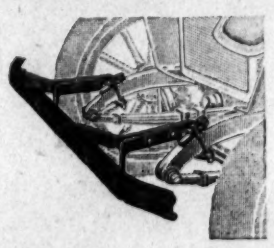

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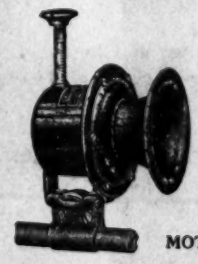
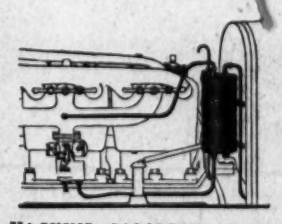


MOTOR-CYCLISTS' WARNING SIGNAL



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Present And Future Outlook Of The Industry 'Over There'

(Continued from Page 3)

Coatalen had great difficulty in persuading his ultra-conservative directors to agree to three. Well the day came when the new model was ready for the directors' inspection. The bonnet was raised and behold, there were four-cylinders.

"Oh! Mr. Coatalen," exclaimed the directors, aghast; "it's got four."

"An' so 'e 'ave!" said the engineer, taking a peep, with a well affected air of surprise.

Four cylinders is a wayback number now, and Sunbeam motor cars are in the foremost rank. They have swept the board of prizes in classic events. But the designer has not halted here. He has devised a series of aero engines of high output type which, in general estimation give the lead to aircraft practice. In bulk weight and content they are remarkable, giving a very high coefficient of horse-power. They run from 170 h.p. 6-cylinder type to a 350 h.p. 12-cylinder; and a 475 h.p 18-cylinder in which the cylinders are set in broad-arrow formation. In all three the crank-case and nose-piece are one casting, resulting in lightness, increased rigidity and accessibility. They have a proved, not merely a theoretical, economy of gasoline and oil and are water-cooled. There are no fly-wheels. The engine-base is a dry sump combined with a compound lubricating pump. The largest type has six magnetos and six carbureters. I have not the space for a fuller technical description; but enough has probably been said to show that in one direction, at the very least of it, we are in the forefront.

British Tackle Magnetos

Mention of the magnetos, as above, reminds me that British firms have in earnest tackled the magneto difficulty which at the opening of the war presented extremely formidable proportions. The quantity production of magnetos by the German firm of Bosch of Stuttgart had led to such a dumping of these goods over here that for years the British manufacture was down and out of it. Unrestricted foreign trade has brought us to such a pass in this matter that practically we made only small magnetos, for motor-cycles; and the Bosch ignition apparatus had such a reputation that whatever articles of that kind we did make were discarded for the German which were in fact, very good. It can now be said that, after three years intensive work we have as good. Not one, but several concerns have been engaged on the magneto business which is now a very large output in the way of war necessities. The immediate effect of the outbreak of the war was that, in the stoppage of imports from Germany, there was here a famine in magnetos, seriously embarrassing the automobile and air services, but that is long past. Foremost among our firms engaged in this and in other electric appliances, is C. A. Vandervell and Co., of Acton Vale, who now employ some 6,000 hands. Their latest novelty is a geared electric starter, in three series, the invention of their A. H. Midgeley. Our conservatism in producing cars without electric lighting and starting sets is astonishing to you, with your widely applied Broit and other systems; and it is astonishing to most of us, too. The new C. A. V. geared self-starter is a great advance on the friction drive. Efficiency is assured. It is, one may say, an ideal combination of electrical and mechanical devices; and briefly, is a starting motor with an armature shaft moving longitudinally on the pressure of the plunger, by foot or hand. This shaft movement brings into gentle and gradual engagement a pinion mounted on the end of it with a spur-wheel on the periphery of the engine fly-wheel. The release of the plunger disengages the mesh, and the shaft and pinion return gradually to their normal position.

I should suppose that the past-war British private car will be one of an electric lighting and starting set, and that it will be a fully equipped one: "all on," as we say. Frankly, the average private owner is more than a little tired of buying a new car and then having the trouble and expense of rushing around to equip it with the very necessary odds and ends with which it ought initially to be provided. And it has got to be a car of accessibility and a fool-proof car as well; because among the very many new motorists will be a large proportion who have not the mechanical sense and will not care to acquire it.

British manufacturers in the past have been too prone to consider colonial markets as merely suitable dumps for over-production. They would not trouble to design cars for the very special conditions obtaining in India, Australia, Canada and elsewhere in this far-flung Empire, you may style this "short-sighted" or may call it merely the attitude of the average business man who has got practically all the trade he wants at home, and is not out to capture world-trade. The typical Britisher has no desire to be a Napoleon of business. We have specimens here, in various trades and industries, but they are out-sizes. Over your side, however, that is a well-recognised type. The predatory business organiser is, however, becoming a world-type; and we in England have got to produce him as a regular article, unless we are going to get left.

But these things in the course of time provide their own remedy. Perhaps the automobile manufacturer who hitherto has not troubled to fit the colonial market has not been altogether such a fool as he may have looked to the superficial observer. The market has been an uncertain one. No very definite requirements have been formulated until recently. Now, I think, we have them. They are: high clearance for bad roads; large petrol tank, to hold at least twice the usual amount, owing to the increased distances commonly traveled; a simple gravity feed instead of pressure-feed complications; and certainly a very large radiator, provided with a fan, water being in most colonial countries is not too common article.

Cars For The Colonies

The colonial mode therefore, for real colonial work—I exclude the excellent streets of Calcutta, Sydney, Melbourne and such up-to-date cities from this category—cannot be altogether what we are beginning to style "the car of refinement." It has got to do too much and too hard work to be of a fashionable appearance: although I do not see why it should not set up a fashion of its own. Your typical Ford car, high-built, I imagine, for the notoriously bad provincial roads of the streets, seems to Englishmen the very negation of refinement, but that fact has not served to injure its sale here among people who want to get about cheaply and are comparatively indifferent to appearance. (I know Ford has a new and more presentable model on the way.) Also I know his old model pretty well and favorably, except for the slightness of its construction, which, by the way, is a fault no colonial car should exhibit. A typical Ford, I find, has so slight and elastic a frame that, halted on steep grade or abrupt camber, it will throw the body out of truth to the extent that often you can only with the greatest difficulty open the doors and get out. If you have the car to yourself and can have room to get a good push on, by sheer force you can open the door: otherwise you will most likely have to step over. This is an indignity to which one ought not to be subjected, as the Irishman said when the floor of his cab fell out and he had to run with it. (Needless to say, this was a horsed, not a taxi-cab of motor days.)

Anyway, you will not find the British manufacturer, when he in earnest sets about designing and supply cars for the colonial market, erring on the side of slight construction. His "light cars" will always be full weight, and his heavy cars heavy indeed. He will never quit the traditional British way of building to last although perhaps in the short view it may be to his hurt to supply articles that do not require constant replacement.

But be quite sure of this: that now the colonial market is a very real one, the British manufacturer is going to make it his; and moreover, Empire-sympathy and colonial tariff against those without that Empire will assuredly so nearly close the door against alien trade that it will be the hardest of fights to prevail against those twin opponents, self-interest and the ties of blood.

The Commercial Car

I come now to the question of the commercial motor vehicle. Foremost, visible to me every day, is the typical Ford tradesman's light delivery hooded van which in England today is a feature found everywhere in town and country. It has enlarged the radius of the country tradesman to an extraordinary degree and is one of the greatest successes imaginable. The case of the heavy commercial truck of the immediate future is intimately bound up with the future of the many thousands of army trucks of various makes now in the war. These are not being so ill-used, on the whole, as most accounts would have us believe. Controls, speed-limits and military police ensure that drivers do not crack their engines by bad usage. There is a very efficient punishment for a man who through wilful neglect gets his engines seized up. In private employment, such a one gets dismissed, which is not much of a penalty, because he can easily find another job; but in the army the mildest punishment is C. B. (confined to barracks) for varying periods. This is a necessary discipline, because motor trucks are the links of the endless chain by which the machinery of army supply works But, of course, under shell-fire, or by ordinary accidents, many trucks are always being put out of commission. The practice in such cases is to forbid the drivers doing anything to them; leaving their repair to the fully equipped traveling workshops, of which there are large numbers, manned by expert army mechanics. According to the kind of damage, a roadside-repair is effected or the truck taken to hospital and there treated, dismantled, if need be. The question of what is to become of these trucks some time after the war is not yet settled. Many will long be wanted out there to aid in clearing up the mess; but very many more will be sold out of the establishment. Now, to follow former army practice and sell these by auction would mean entirely knocking out the bottom of the truck business for a long time. That side of the question is not being lost sight of, and indeed I may say that the motor industry has "got the wind up" about it to a very considerable degree. A very reasonable proposition is under consideration: that these trucks, when the occasion comes shall be sold out of the army to a committee appointed by the trade, which will then deal with them; not throwing them on the market as would inevitably be the case, at knock-out prices, if the former war office auction practice were followed, but sitting on the stock and nursing it until the otherwise very grave danger of trucks getting on the market at ruinously low prices for the manufacturing interests is past.

With the elimination, certainly for a period of years after the war, of the greater number of what were formerly articles of export from Germany, and especially of motor cars and components, there will obviously be so much the trade to divide up amongst the Allies. I have no very definite information as to what is being done in France as to the manufacture of cars, but here again it is thought that striking new departures in engine-building have been made. You must not lose sight of the fact that Italy has come along wonderfully. The merits of the Caproni aeroplanes are, of course, public property. Such motor concerns as the Fiat of Turin, are sure to make a strong bid for export trade.

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Motor Use Economy, Says U.S. Tire Head

"President Wilson's Message to Congress, setting forth his reasons for mobilising the railroads under Government control, inferentially imposes upon automobile users and manufacturers the need to co-operate voluntarily with the spirit of the message of mobilising the automobile through individual initiative," says J. N. Gunn, President of the United States Tire Company.

"Several weeks ago Colonel Samuel P. Colt, President of the United States Rubber Company, in an interview, urged automobile owners of both passenger and commercial cars to use their cars more and more to relieve the transportation pressure on the Nation's railroads and merchants' delivery service. Other leaders in the country's business, not alone those in the automobile industry, have since urged that this advice be followed. It has met with unanimous approval.

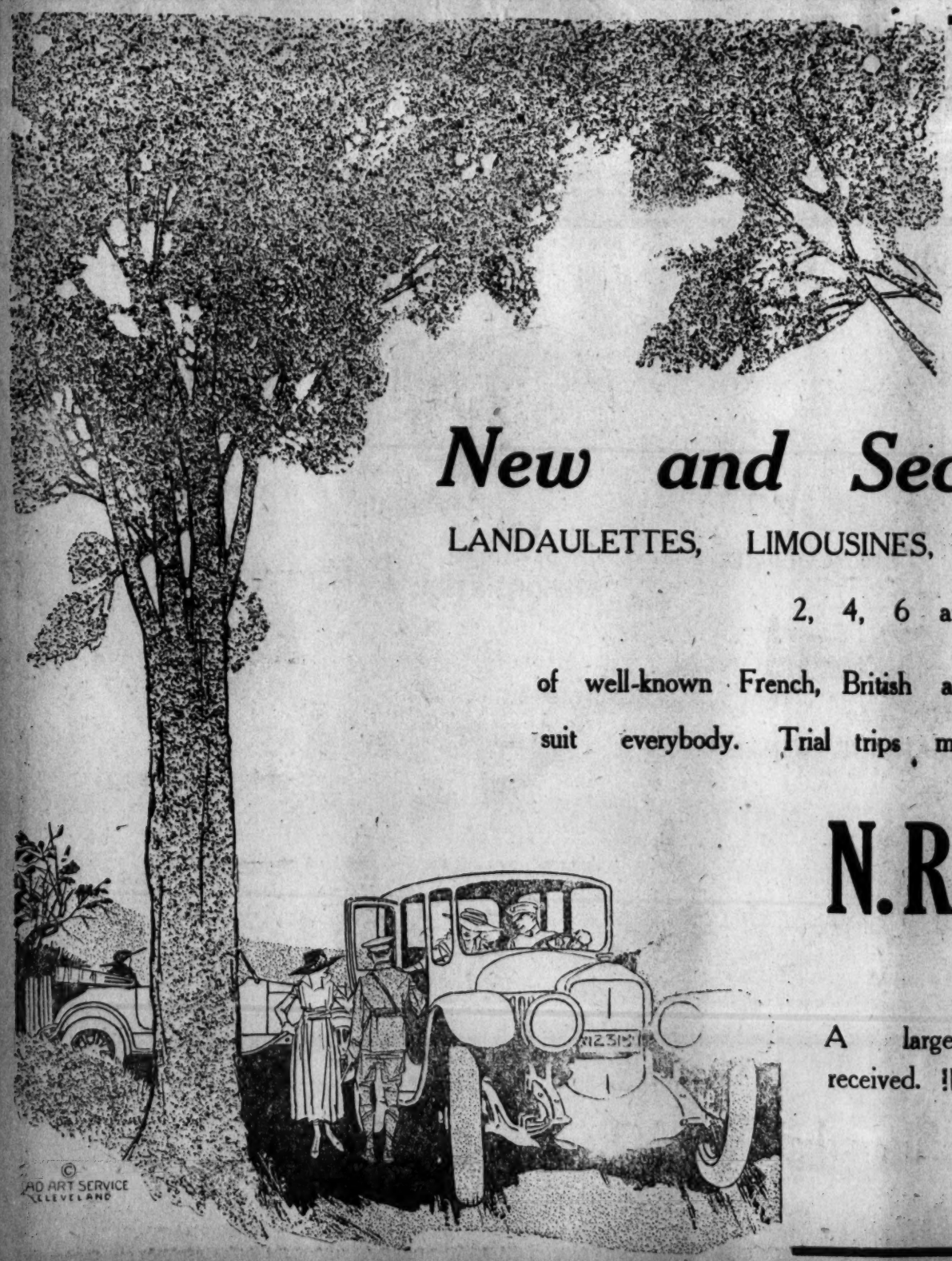
"Individual economy should be practiced to the end that no wastage shall result. It is not necessary to assume that National economy means curtailing the use of automobiles.

"The natural function of the automobile, both passenger and commercial, is the transportation of men and merchandise for short hauls. If this is realised, a tremendous amount of railroad mileage may be diverted from short hauls to long hauls, and just that much pressure on the railroads' transportation facilities relieved.

"National economy means readjustments, but not necessarily curtailment of the markets for commercial and passenger automobiles. Nor will it reduce the use of automobile tires or other accessories necessary to the efficient operation of a motor car.

"The National need calls for constructive economy in the operation of automobiles, but not in unthinking curtailment.

"It is my firm belief that, when we have satisfactorily ended this war, the automobile and kindred industries will find a market for all the goods that they can produce. Many concerns are being called upon by the Government for war products. This will spur these manufacturers on to a use of their remaining facilities in even greater efficiency than has ever been known before, so that during and after the war all of their facilities will be required."



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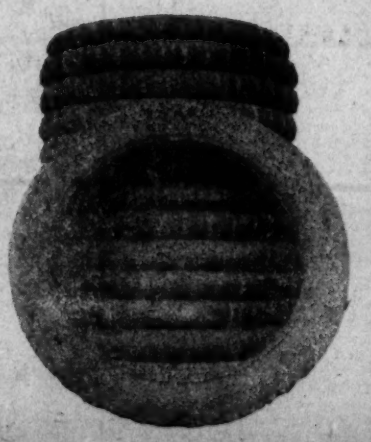

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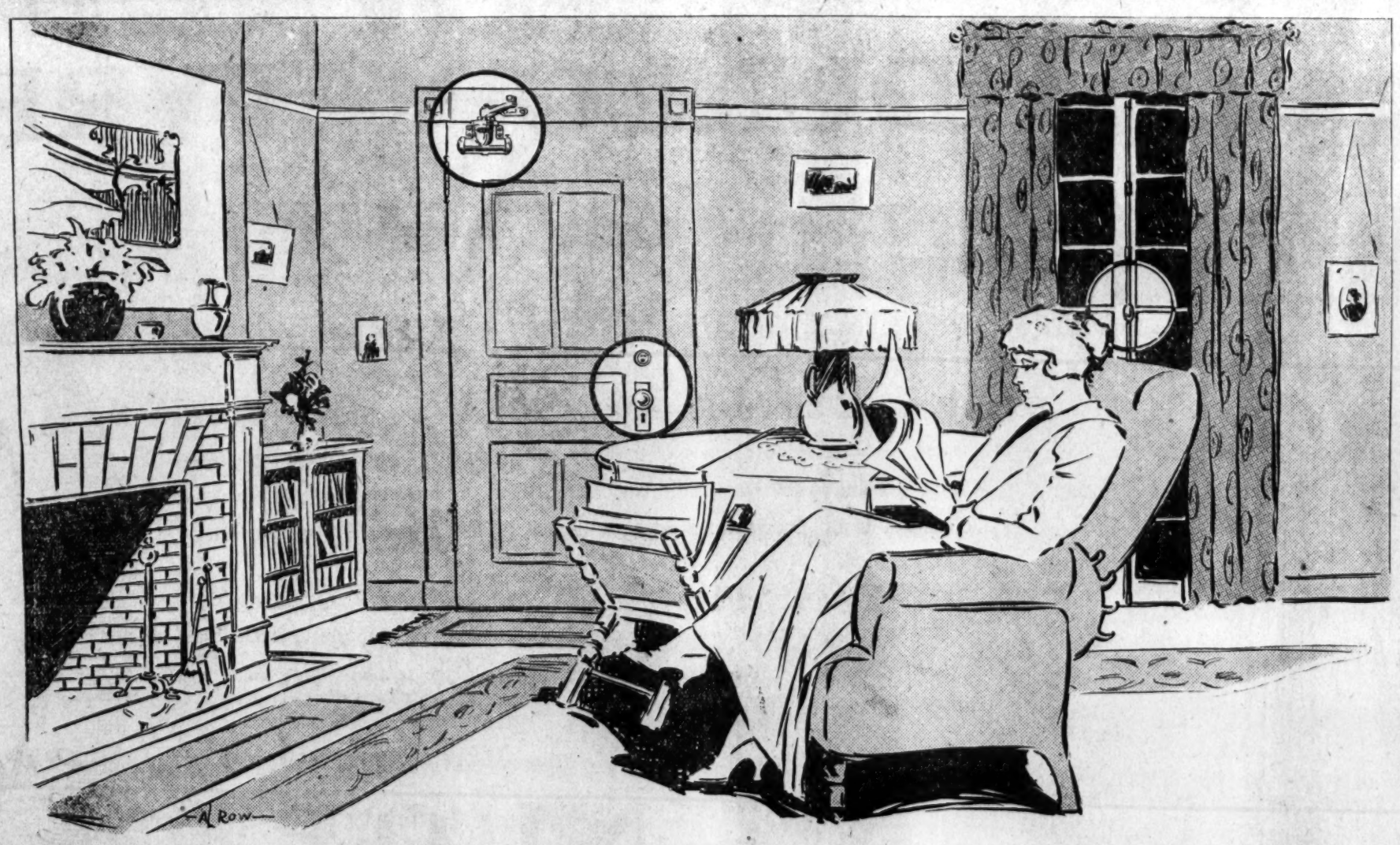

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What The Shows Uncovered

By H. A. Tarantous, In Motor

Refinement of Body Design the Dominating Feature of the National Shows and Salons—Wealth of Barnd New Cars of New Manufacturers and New Models by Established Concerns —New Motors and New Ideas in Heating Devices of Many Types Are Noted —A Review of the New York and Chicago Exhibitions.

Aside from the display of some twelve or thirteen entirely new cars, including three new makes, the national automobile shows and salons in New York and Chicago uncovered a dazzling array of body designs. The new standard body with beveled side and angled hood has definitely arrived, as was predicted last October. The balance of interest still remains with the open models, though there were some extremely attractive enclosed bodies, such as the new landau sedans, so called, and some brougham creations that compelled admiration. In the open cars the tops are decidedly better. There are many more glass windows, which may be looked to entirely to supersede the celluloid types within a year or so. Almost innumerable mechanical niceties and improvements were to be noted, all of which indicate that the manufactureres have found a way of fulfilling their desires for individuality without going to the expense of making radical alterations. Nor must the accessory exhibition be overlooked, for it is equal to that of any year that has gone before.

Overland's new small car, which is to sell for approximately $500, so rumor has it, is distinctly the innovation of the display, closely pressed by the new Holmes air-cooled car. In addition to these novelties there is the Olympian with a Brush engine, frame and spring suspension, the new Templar from Cleveland, the new Wolverine, the new Inter-State six offered by a concern which has hitherto confined its efforts to fours, the new Owen Magnetic, the new Dorris, the new Deering Magnetic, the Crow-Elkhart, the new Anderson and Milburn electrics.

Of course, we might go through the show and pick out other cars and label them "new" because of revamping of chassis design, but in most of the offerings the basic designs of last year have been retained. Practically every maker is showing a new body or two, but oddly enough few really new ones have appeared among the enclosed models.

Among those who are showing altered construction worthy of note, are the Stutz, which for the first time is seen with a battery ignition system, using a special double-four Delco unit in place of the magneto; the Stanley steamer, which has numerous improvements, chief among them an electric heating device; the Doble, which also shows a number of mechanical changes; Roamer with new Duesenberg engines and bodies; Grant, with numerous changes; Peerless with many engine changes, Premier with engine alterations, Paige with a number of new features, including a preheating device in the float bowl, and Winton with a new water-jacketed inlet manifold.

Many Carburetor Changes

Which brings us to carburetion systems as being the point of attack upon which most makers have concentrated. You already have heard of hot-spots and heated this and heated that, all to better vaporisation, or better starting, better running or increased economy. Every maker has studied the carburetion system and a great many have made changes. This year Scripps-Booth, Chalmers, Monroe, Olympian, National, Apperson and dozens of others have so-called hot spots, others have heated intakes which they did not have before, others have preheaters of some sort and all have hot air attachments in improved designs. There are all sorts of improvements to be noted, ranging from the use of petcocks screwed in the inlet manifold as used in the Maxwell, or the adoption of a new emergency brake control in the Olympian to the use of a new engine in the Crow-Elkhart.

But when the range of offerings of the 1918 show is carefully analysed, the open bodies seem to hold the more definite attraction, though some of the high-price enclosed models have the virtue of distinct individuality. The "all-curves" open car is losing its hold and in its place comes the type embodying angles at the side. The show revealed dozens of this design, among the newer ones to the public being the Studebaker big six, the Winton, new Hollier six, new Cole, Scripps-Booth, Kissel, Apperson, Hudson seven-passenger, Owen, and so on down the list.

Fewer 5-Passenger Cars

There were fewer five-passenger open cars at the shows than in the past, which may be accounted for by the large number of four-passenger cars which are seen to be achieving a hold on general popularity. One prominent dealer even questioned the stability of the five-passenger model, remarking that it looked to him as though there would be two standard open jobs, a four and seven-passenger. He pointed out that the inability to produce a really attractive four-passenger model held this type in abeyance some years, but now that attractive appearance has been achieved, the four has become a standard type. At the same time the convertible four-passenger is expected totally to displace the conventional roadster which has all but passed quietly out of existence.

The salon cars set the style in closed models. It might be pointed out that at the New York salon there was but one car with a convertible sedan body, that is the type with permanent roof and removable windows. Whether there is a reduced demand for this type by the wealthier buyers or whether the other bodies which the makers are showing are of greater utility, is hard to tell. The Rubay Biarritz model, which nomenclature would probably place between a sedan and landaulet, looks to be a coming design. Daniels showed two such types. It seems to serve the purpose of the sedan and at the same time overcomes the handicap of having a fixed roof, since the rear portion may be folded as it is in a landaulet. Possibly the cost is one thing against the use of this design for general production, but then almost every body design soon finds its counterpart in a lower price class.

Foreign Types Unchanged

It was, of course, understood that the foreign producers could not exhibit any startling new designs since they are engaged wholly on war work, hence Rolls-Royce and Lancia the only foreigners represented, had the usual display of open and closed designs. At the New York salon, the Murray polished car was something out of the ordinary, as it should be, considering that it is the expression of the individual ideas of the buyer, a nephew of Andrew Carnegie. This four-passenger body of polished aluminum is almost totally lacking in curves, in fact, absolutely devoid of them if we omit the headlights which probably could not be had in a suitable square or angular design.

The observer often asks himself why our present bodies are so attractive and appealing, though they exhibit only detail changes over those of previous years. I was talking over this matter with a prominent body designer at the show and his answer seemed extremely illuminating to me. Said he: "Only a detail change is needed. If you change a cowl at the center it is at once noticed even though the body is otherwise the same as before. Or substitute an angle for an arc, slant the windshield or improve the top a little and you have it." His observations are perhaps a little deeper than those of the average enthusiast, but undoubtedly the statement, when analysed, is true.

Some of the body designs at the show were conspicuous because they were bad. This is so aside from the fact that the coloring was out of harmony. After all it is harmony, whether it be of notes in music, color or lines, which holds us. One very prominent make last year had a center cowl, which was too much cowl, too thick and heavy and high. It created a bad impression because it did not harmonize with the rest of the body. It "stuck out like a sore thumb," as the expressive argot has it. This is the case with a number of designs at the shows in which some one part protrudes beyond the rest and instead of seeing a harmonised whole the observer sees some one feature, isolates it and as a result does not view the whole body in its proper perspective. Happily, lack of harmony is seen in comparatively few cases in the matter of lines, though some colorings are extremely bad. The majority of the show cars are finished in the standard dark blue, black or green. Of the off-standard colors the range from yellow to brown leads the list. As against last year's preponderance of grays, there are this year tan, cream, coffee, olive drab, brown and so on. Almost fifty models have some such shade.

Attractive Tops And Curtains

Attractiveness is enhanced by the new tops and rear curtains with glass windows. The top in the ordinary open car has been troublesome since it is the only part which cannot be put away when not in use, and remain unnoticed. We have gotten used to seeing a bag hung on the back of the rear seat so that we scarcely notice it, but some day someone is going to find a way of permanently removing this excrescence. So many cars look well with the top up and so many owners keep the top up three-fourths of the time anyway, that a number of makers now provide a fixed fabric top, which means that it is like a convertible sedan only it is minus glass windows for the sides. One of the best examples of this is the Winton, which not only has the fixed top but the rear also is permanent, and the small side curtains in the rear and on the sides of the tonneau, each have a large glass window. Practice of this sort soon will evolve the most desirable top and side curtains and many of the present improvements contribute immeasurably to this end.

There were few cars fitted with Victoria tops and it is questionable whether there is a chance of this type coming into any great vogue with the fixed fabric top just mentioned as a competitor. It was suggested by the body designer mentioned previously that possibly a design of side curtain could be worked out, which would embody semi-flexible frames for the curtains and these to be slid into compartments in the under side of the top. With this arrangement, if it is possible of solution, the side curtains would be pulled down form their respective places along the sides of the permanent fabric top. The question of a suitable top for some of the convertible four-passenger jobs has been worked out fairly well. Two excellent examples are the White-Rubay and the Anderson. In the former if it is used as a two-passenger there is a means of having only a two-passenger top, whereas if the rear deck is opened up and the transformation made into a four-passenger, there is a top extension and disappearing uprights to take care of it.

It was disappointing to see so few cars with tonneau windshields. This is an attachment most appreciated by those who have used it, yet fewer than half a dozen show cars were so fitted. Paige has a large six with one. A rather novel arrangement is used on the Locomobile green four-passenger. The tonneau shield in this case is on a dummy cowl hinged to the back of the front seat. The dummy cowl may be raised or lowered and the windshield operated like any other shield. The Roamer tonneau shield is unique in that it drops into the body when not in use.

Disc Wheels Look Neat

Though not a part of the body, the wheels are taken in when the observer looks at the car, hence everyone is bound to notice the disc wheels on the Paige, the new four-passenger Oldsmobile, the Hal four-passenger, the McFarlan, Anderson, Daniels, Murray, etc. They certainly do lend an attractive air and incidentally aside from looks have certain other attractive features. At the salon the wood wheel seemed to predominate, while at the large show the wire and disc combined, though not in the majority, are most noticeable. It might be pointed out here that many makers found they could work a great apparent change in their cars simply by employing a combination of disc or wire wheels and smaller tires. Take as an example, the King eight green four-passenger. This is a wire wheel job which is fitted with 32 by 4 C-section tires instead of large ones. The Stutz models now use C-section tires, which it might be mentioned have the air capacity of perhaps two regular sizes larger, thus carrying the same load as the others and adding to the appearance. Marmon also uses these tires.

Touches Of Utility

There were any number of good examples of detail body work which have as much utility as they have appeal to the esthetic. Door handles inside, or of new easily-operated types, or perhaps finished in a different way than those of last year. The Jordan sport marine is fitted with a camera and camera case in the tonneau, which is a thoughtful addition to such a type of car. Quite a number of makes were seen with top hood ventilators which many believe enhance the appearance of the front of the car. The Hal four-passenger, a new model with disc wheels, has these ventilators. Cowl boards in general have been cleaned up and a more business-like arrangement of the instruments effected. There was practically little to be seen that was new in auxiliary seat arrangements or in upholstery, though with respect to the latter many show cars were more attractive because of the use of bright, smooth leather.

Though not directly concerned with the body, the controls have been given attention because of the buyer's demand for more room in front and better handling facilities. The accelerator pedal forms are myriad. Jackson and Locomobile have long wide pedals that the whole foot may cover. In novelty as regards a hand brake, the Olympian should be noted. Instead of a lever next to the gearshaft, it uses a handle extending from under the cowl board. The handle is pulled forward to apply the brake. The gearshifter lever is long and so curved that it requires very little reaching to operate it.

Mechanically, the cars at the show did not exhibit any marked advancement in the units themselves. Of course, there were a number of new cars such as the small Overland, Templar, Roamer, and so on, as mentioned before, but taken all together there was nothing startling mechanically.

This year's chassis show that particular attention has been given to carburetion. This has been the main point of attack not only because of the cry for better economy, but because of difficulties with starting and operating through the poor quality of modern fuel. Manifolds have been altered most. They have all been shortened so that now practically every maker who can, feeds the gas directly from the carbureter through a passage in the casting. Hot air is used, of course, and it will be noticed that the stoves are much better. Hot water or exhaust-gas jacketing of the manifold are in greater use than last year, and as mentioned before, the hot-spot is being adopted by everyone who makes a change in the system. It should be remembered that a hot-spot becomes hot only after the engine has started. It gets hot because of the heated exhaust next to it. It is obvious then that it plays no part in starting, but merely tends to prevent liquid fuel from getting to the combustion chamber by vaporising it in the manifold. With respect to exhaust manifolds, it is easy to see that there are many more which discharge forward instead of in the rear of the engine, thus keeping the heat away from the front compartment.

Engines Neater Than Ever

The engines at the show, which, by the way, the observer will notice are mostly sixes, with the fours second, are neater than they ever were before.

There are so many new little things about the new engines that it would require many of these pages to go into them in detail. Some of the important ones are: The new type of inlet manifold used in the Winton in which there is a large water jacket around the three branches and the carbureter shifted to the left side. Maxwell has two small petcocks on the inlet manifold, Hudson has a new bell-shaped air intake for the carbureter. On the Briscoe the breather is high on the engine side to make oil fillings easy. Many will notice the belt drives for fan and generator, as in the Cole eight, the Oldsmobile, etc.

There is little that is of absorbing interest behind the engines except in a few of the newer cars. The majority of the show cars have disc clutches and three-speed gearsets forming unit power plants as percentages in January Motor forecasted.

Overland Features Show

Coming now to the detail of the new cars, the Overland is the one which perhaps features the shows. This little car has a 100-inch wheelbase but it is stated that owing to the peculiar spring suspension the effective wheelbase is something like 130 inches. It is very different as regards suspension from any car ever shown before. It is different from other Overlands and those marketed in the past in that is has a unit power plant instead of employing a rear axle gearset. It uses a great deal of alloy steel. The five-passenger car complete with electric starting and lighting will weigh, it is stated, some 1,500 pounds.

The frame is almost elliptic in shape and is built up. It consists of two side members whose ends curve inward, there being a connecting piece, front and rear. This frame extends over the axle fifteen inches at each end, which is made possible by the use of the novel springing. There are four quarter-elliptic cantilever springs in front made up in pairs, which extend from the frame rearward to the axle in a semi-transverse fashion. No shackles are used in front. The bottom half of each front pair is a single leaf which is fastened to the bottom of the axle by the same bolt which holds the top spring, which has six leaves. In the rear there are two quarter-elliptic cantilevers, one of which is shackled to the axle. All springs terminate in the frame channel at each end of the ellipse where they are clipped in place.

The engine is a simple L-head, syphonically cooled, block design using a Tillotson carbureter and Auto-Lite starting, lighting and ignition. The clutch is, however, a disc which also is new for Overland and the gearset in unit with it a three-speed selective design. Directly behind this unit is a service brake operating on the forward end of the propeller shaft, the latter being enclosed by a torque tube. Tires are 30 by 3½ on clincher rims.

The Holmes air-cooled, designed by Robert Holmes, formerly engineer of the Franklin company, though not exhibited at the regular show in New York, must still be included in it, is a six-cylinder job incorporating perhaps the most advanced design of this sort ever seen. In outward appearance as viewed from the side it attracts, as any good body design and work would. From the front it looks like a huge bug, because of the louvres in the metal which takes the position of a radiator core. The shape of the hood is little different from that of a water-cooled car, which has not been the case with air coolers made heretofore. Though no price has been definitely set, it is stated that the touring will list at about $2,000.

From the engine back there is nothing out of the ordinary. The engine is a six-cylinder, 3½ by 4¼, separately cast, of course, and using fins—but instead of embodying individual air jackets around the cylinders all cylinders use a common jacket. A Sirocco fan flywheel generates an air current which is forced through the air jackets around the cooling fins. The hood is divided. The cylinders have detachable heads which are shaped to form a dome combustion chamber. Of great interest is the valve mechanism. The camshaft on the left drives enclosed vertical rods. At the tops of the rod is a bell-crank arrangement which operates a horizontal rod, the latter extending to another crank which operates the valve. The horizontal rod is adjustable. This linkage between the valve rod and valve stem makes it possible to use a small clearance at the tappet which varies so little that there is almost

(Continued on Page 8)

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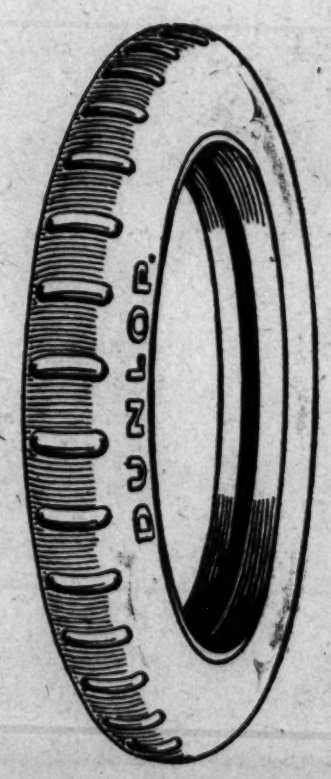

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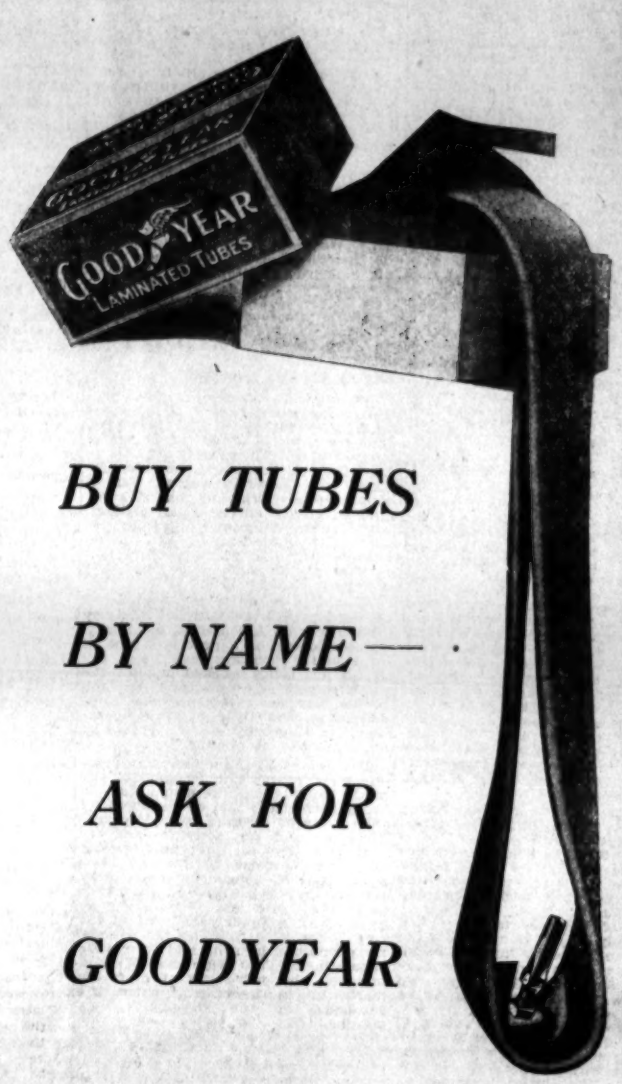

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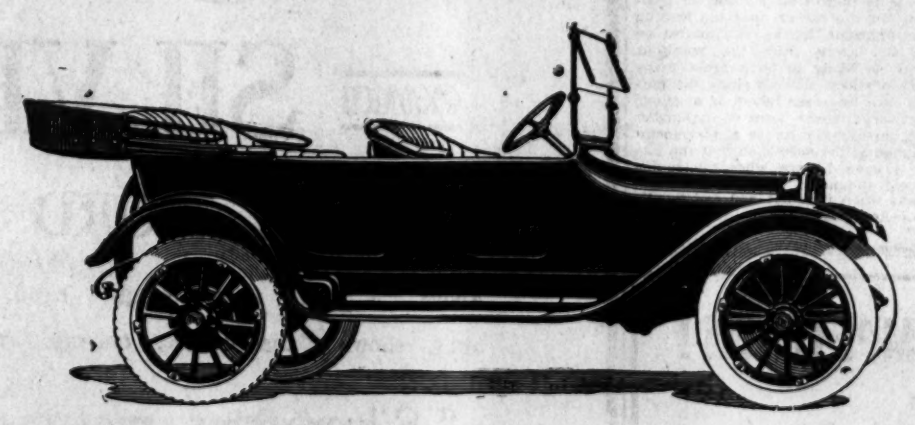

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AUTOMOBILE ENGINEERS AIDING GOVERNMENT

Vital Improvements In Aero Motors, War Trucks, And Tractors Due To Co-operative Effort

By Coker P. Clarkson
General Manager of the Society of Automotive Engineers.

"Of those who are now pressing forward and contributing their services for the purpose of accomplishing the ending of the war, none have given greater or more patriotic service than this body of highly trained, highly educated, and high-minded motor-truck specialists."

Thus spoke the officer in charge of the transportation division of the Quartermaster's Department of the work of members of the Society of Automotive Engineers on standardised designs of the United States war trucks. During the year 1916 this officer had maintained close relations with the Society of Automotive Engineers, and in conjunction with a committee of the society prepared a draft of military truck specifications for the department. After joint meetings of this committee with the War Department Motor Transport Board a revised set of military truck specifications was issued last April.

In July the Government announced that it had decided as a matter of military exigency to standardise complete designs of war trucks, practically all the component parts thereof being interchangeable, although made at widely scattered points.

Three Standardised War Trucks

Early in October samples of the U. S. Heavy-duty War Truck (Class H, rated by the Government at 3 tons, but of practically 5 tons commercial capacity) were on the road, several samples of the U. S. Medium-duty War Truck (Class A, Government rated 1½ tons, but substantially a 2-ton commercial truck) have been in operation for several weeks, and the Light-duty War Truck (Class AA, ¾-ton) will soon be under test.

It will be possible to produce these trucks in as large quantities as needed. The stock of spare parts necessary to send to the theaters of operation has been decreased enormously, simplifying very greatly the maintenance processes, which have been distracting to the armies of our Allies in being obliged to use trucks of many different designs and makes.

The public does not appreciate fully the value of the scientific and technical organisations back of the factory engineers. While all automotive engineers are competitors in a selling way, a close and confidential scientific basis underlies their work as a group and individually.

If each of the manufacturers had worked solely on the knowledge of the engineers employed by him, we would not yet have seen cars of such perfection as has been attained, or cars sold at the relatively very low prices of today.

To the average layman "standardisation" frequently means that every car has an engine, clutch, transmission, frame, springs, and axles of approximately the same general or identical makeup. Fundamentally in the commercial sense it is none of these big units that needs standardising. The comparatively small things, different merely because they are different and for no good reason, are those which delay production and increase cost.

The tube mills reported to an S. A. E. investigating committee some years ago that not less than 1,600 different sizes of tubing were being called for by the motor car trade. Few, if any, standard sizes could be stocked because of the minute, though immaterial, difference in the specifications of each individual case. Before commercial standardisation was established by the Society of Automotive Engineers there were innumerable special dies, gauges, and jigs. More than 600 distinct lock washer designs were specified between the bolt sizes of 5-16 and ⅝ inch, whereas three dozen were more than sufficient. Metals and metal alloys of every conceivable analysis were being ordered.

The term "automotive" includes the automobile, aeronautic, tractor, motor cycle, marine and stationary gas engine fields—in fact, every type of self-propelled vehicle. The design, production, operation, and upkeep of these classes of apparatus are of the utmost importance in time of peace. During a period of war the problems become multiplied many times because of their magnitude and the pressing importance of speed in their solution.

War An Engineering Enterprise

In the last analysis war as fought today is substantially the matching of great engineering enterprises. In the long run the side with the best engineering genius (including productive and organising ability) will win the contest.

The organisation of the motor transport service required by modern armies is a problem worthy of the best engineering talent. The unusually severe service conditions make the problems to be met in keeping a fleet of army trucks in operation far more serious than those encountered in normal peace service. As a result of years of preparation and experience of the S. A. E. along standardisation lines the Government now has in production war trucks which are not only rugged and finished as designs, but capable of being produced rapidly and simple and easy to repair.

Light, high-speed trucks to act as airplane tenders will be employed by the Signal Corps. The Medical Department will use the same chassis, the Class AA three-quarter ton truck designed by the Quartermaster Corps organisation. The Marine Corps and the Navy Department also will use this truck.

Incidentally, it will be put into service in quantity in this country by the Post Office Department. The first Government-owned motor vehicle postal service was established in Washington in October, 1914. The service has been extended to Boston, Buffalo, Chicago, Detroit, Indianapolis, Nashville, Philadelphia, Pittsburgh, and St. Louis, and, according to schedule, was to supersede contract service in Brooklyn and New York the first of this year. As an indication of the efficiency of this service, it can be stated that in one of the cities where it was in operation during one year, the motor trucks engaged in the transportation of mail between the depot and the Post Office were scheduled to make 384,526 trips, and there were only 132 failures, or one failure to every 2,913 trips. Government-owned motor vehicle service will be extended as fast as conditions permit.

Ordnance Equipment

In the Ordnance Department the necessity for greater speed and tractive effort, as well as the increasing scarcity of horses, have made necessary extensive motorisation of equipment. Accordingly, another group of automotive engineers, S. A. E. members for the most part, familiar with the design of tractors, has been working on the problem. Heavy ordnance, which heretofore it would have been impracticable to move successfully, is now drawn over ground almost impassable otherwise than by means of this modern motive power.

In addition to the tractors used by the Ordnance Department, a large number of four-wheel drive trucks are provided for the handling of ammunition. The accomplishments made possible by the use of the so-called tanks form one of the most interesting chapters of the great war. The troops of this country will be provided with equipment of this character second to none in use by the Allies.

The motor cycle as now used for war purposes is made in two and three wheel vehicles for despatch work and for transporting machine guns. Here, again, the society has rendered effective assistance to the Government in the standardisation of parts, the Secretary of War having delegated officers of the Quartermaster Corps to confer with a society committee on problems relating to the development, standardisation, and use of the motor cycle.

Liberty Engine Design

The automotive engineers have had a most important part in the conduct of the Government aircraft program. Due credit must of course be given to the Allied Governments for data furnished to our engineers who designed the Liberty engine, but it should not be forgotten that this engine is strictly an American product, having been designed for rapid production, standardisation, and interchangeability of parts, factors not realised to the same extent in other designs.

A careful study is being made in connection with the National Advisory Committee for Aeronautics looking to the developing of a practical type of airplane for carrying mails, and the details are being worked out for the establishment of a number of airplane routes between several of the commercial centers, to be put into operation as speedily as satisfactory machines can be obtained.

The submarine problem may possibly be solved by the adoption of one of the designs of large seaplanes now being perfected. The development of such types of aircraft is rapidly progressing, and its activities are expected to have an important bearing upon the outcome of the war. The flying boat no longer is a matter of speculation. It has proved possible to build a machine with the seaworthy qualities of a small yacht and at the same time able to take the air for the purpose of locating and destroying submarines. The seaplane is not, however, the only type of craft for marine use in attacking the submarine developed by the automotive engineers. The so-called submarine chaser is another of their war products. The design and construction of engines used in many of these submarine chasers constitute another of the problems that automotive engineers have handled with marked success. The production of the boats by standardised processes has been a very great achievement.

The development and production of the farm tractor constitute a branch of automotive engineering of equal importance with that having to do with any direct military activities.

In any branch of the service, whether here or with our men in France, where automotive apparatus is made or used, there will be found the automotive engineer striving to do his part, always willing to co-operate with his fellowmen and always looking for more work to do.

What The Shows Uncovered

(Continued From Page 6)

total absence of noise even when cold, which is not so with air coolers in general. The valves are set in the cylinder head at a sixty degree angle. The whole head mechanism is neatly enclosed.

A most unusual construction in the interior is the use of pistons which embody both aluminum and iron. The details are not available now, but it may be stated that the piston head is of aluminum while the skirt is of iron, a design calculated to give excellent cooling without inviting trouble from ordinary aluminum pistons, which is likely in an engine which operates at the high temperatures of an air cooler. The crankshaft has seven bearings each of which is oiled directly by a lead from a gear pump. The shaft itself is drilled to carry oil to the rod bearings, the spray from the latter taking care of the cylinders and pistons. Ignition is by an Eisemann magneto, the spark plugs being located directly in the cylinder head and almost in the center. A Dyneto single unit starting and lighting system is installed. The clutch is a dry-plate and the gearset a three-speed.

Three Scripps-Booth Chassis

Scripps-Booth now has a three chassis line, the latest addition being the six cylinder seen for the first time at New York. It sells for $1,195, has a 112-inch wheelbase and uses a Northway over-head-valve block cast engine which has in unit a cone clutch and three-speed gearset. The engine does not depart from previous Northway practice. Its cylinders are 2 13-16 by 4¾, cast in block and have a detachable head in which the valves are located. A Marvel carbureter feeds through an inlet manifold using a hot spot. A Pitter three, double-blade fan assists in cooling, the water circulation being by a pump. The camshaft on the right operates the valves by means of the usual arrangement of vertical rods and rocker arms. A gear-driven pump supplies the necessary lubricant to the main bearings, the rod bearings being fed by oil passed through drillings in the crankshaft. Starting, lighting and ignition are by Remy units.

The six-cylinder model will be produced in five-passenger touring or three-passenger roadster form at the same price. The body lines retain the characteristic appearance of the previous Scripps models which by the way was one of the first to use angles at the sides of the hood and extend them to the windshield.

Steamer Uses Kerosene

The Stanley steamer, the oldest on the market and one which has been brought to a very high stage of perfection, now uses kerosene entirely. Aside from the installation of an initial heater operated by electricity and some smaller refinements, there is an entirely new body. The fundamental units are as before.

The Doble steam car, which first made its appearance at last year's show, is seen with a number of mechancial changes and a longer wheelbase. This now is 135 inches instead of 128. There has been added a steam turbine which is driven by exhaust steam. The water economy has been increased and a recent test has shown that the car is capable of traveling 101 miles per gallon.

The Premier at the show is not quite the same one that we have seen this past year. It has been refined in general. The water jacketing is better, there is an L type of belt for the fan drive, the tires now are 32 by 4 of C-section, the top has glass windows in the rear, etc.

A Front-Drive Car

Though exhibited last year at the New York show, the Frontmobile, a front-drive car, deserves more than passing consideration, because of its unique construction. In this car the front wheels are driven—that is, they are the power wheels—while the rear ones trail, which is just the opposite of what occurs in the conventional car. A four-cylinder engine is in the accustomed place, in front, but the drive is through worm gearing to the axle shafts, extending to the front wheels. The differential and change speed set also are part of the front axle assembly.

No Outstanding Accessories

The accessory exhibition at Chicago always is superior to that at New York, but at neither show does any one line of products stand out above the rest. There are considerably more headlight glare removers than were ever seen before, and more devices for feeding water to the engine. Since the owner has discovered that these latter devices have real merit, he has not hesitated in installing one, being satisfied even if only one of the claimed objects is attained. Certain it is that some of the devices actually do give an increase in power when the engine is hot, so it matters not how the action is explained. In addition to the water devices, carbureter accessories designed to give better economy were in no small number. Most of the designs utilise heat either from the exhaust, or from an electric plate or coil supplied with current from the battery. Makers of these devices are getting down to more substantial designs, or rather locating the heating device in more nearly a correct position. In the earlier ones the heating was sufficient, but it was carried on too far away from the manifold. There is likely to be a great many more of these devices since the hot-spot idea has been talked of so much. One very unique form of carbureter attachment consists of a thermostat controlling the needle, so that the latter is opened more when the engine is cold and needs richer mixture and closed when it is hot and can handle a weaker mixture.

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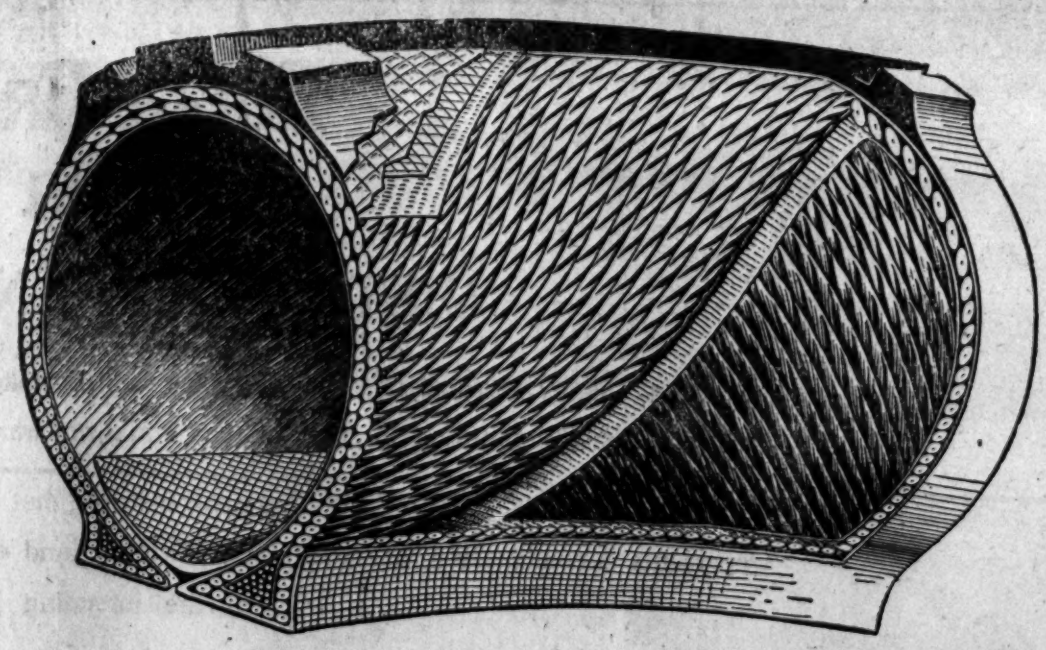

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Eddie Pullen Talks On Steering Gears

Eddie Pullen, the racing driver, who won the Grand Prize race in 1914, and now an automobile dealer in Oakland, Cal., is discussing "The Steering Gear and How It Works."

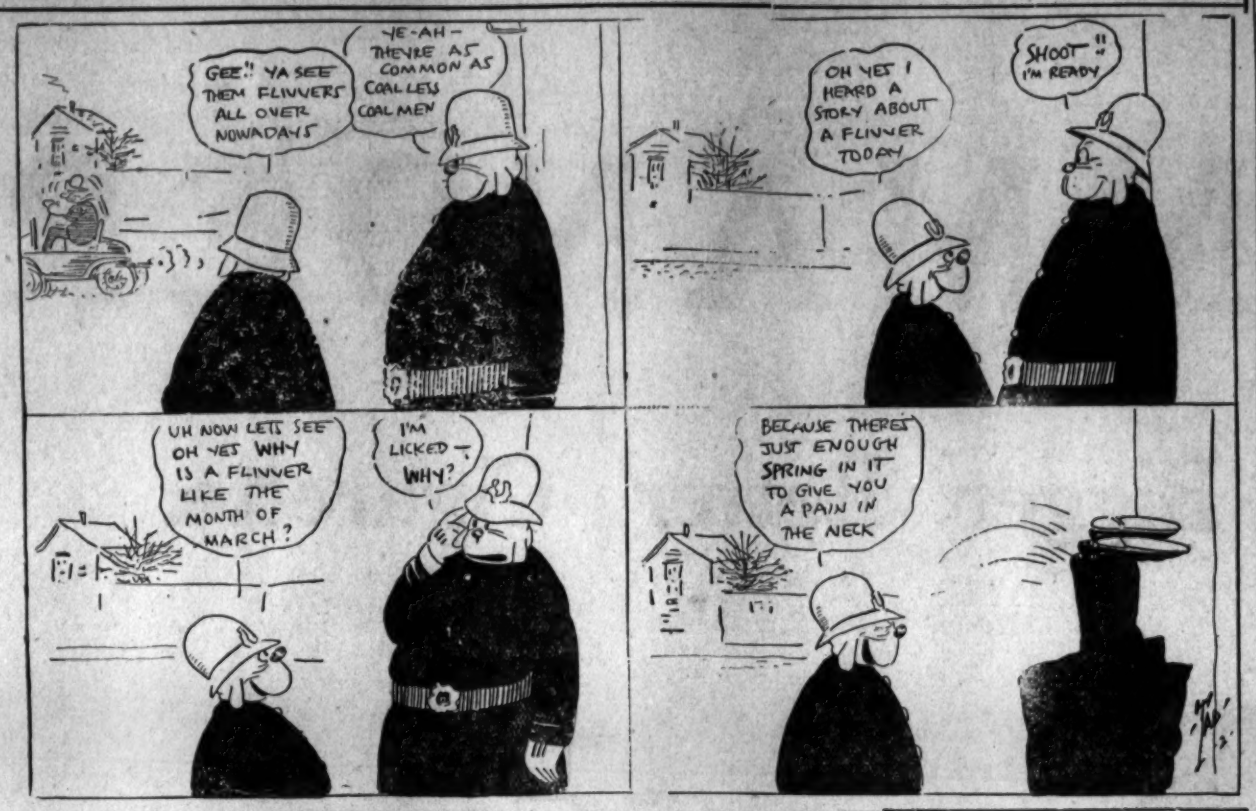
"Two types of steering gear are 'irreversible worm' and 'full worm.' Irreversible means that a shock or blow from a chuckhole, rock or obstruction cannot turn the steering wheel. To make up for the tendency of the front wheels to spread under the driving force, the wheels should be from one-fourth to three-eighths of an inch closer together in the front than in the rear.

"That is, the distance between the front, if measured ahead of the front axle, is that much less than if measured at the back of the axle. To make these measurements accurately the wheels should be jacked up off the ground. Starting from the front the alignment. I often use a valve stem for a marker.

"Turn each wheel so that the valve stem is at a point 90 degrees from the point of contact of the tire with the ground. Starting from the front of the axle turn both wheels so valve stems are at the same position back of the axle. Then if in perfect alignment the back of a 34-inch wheel should be three-eighths of an inch wider.

"The steering knuckles are so constructed that the difference between th tops of the front wheels is from one and three-fourths to two inches greater than with the ground. The 'dash' or 'rake' is to bring the wheel in contract with the ground nearly in line with the axis of the knuckle bearing, thus reducing the steering effort."

Ain't It The Truth? By Tad


GEE!! YA SEE THEM FLIVVERS ALL OVER NOWADAYS
YE-AH - THEYRE AS COMMON AS COAL LESS COAL MEN
OH YES I HEARD A STORY ABOUT A FLIVVER TODAY
SHOOT !! I'M READY
UH NOW LETS SEE OH YES WHY IS A FLIVVER LIKE THE MONTH OF MARCH?
I'M LICKED - WHY?
BECAUSE THERES JUST ENOUGH SPRING IN IT TO GIVE YOU A PAIN IN THE NECK

Some Things Motors Can Do For Freight

Probably never in history has the subject of transportation—in all its aspects—been of such vital importance, nor has it ever so occupied the center of popular interest as it does now, writes A. J. Marshall, electric vehicle expert. And when we speak of transportation, we do not only have in mind the railroad and steamship lines. We think of every link in the entire chain.

While railroad and steamship phases loom large and are of prime consideration, and have therefore come into unprecedented publicity, there are other branches, perhaps less spectacular but of almost equal importance, that require most careful study, for the strength of a chain is determined by its weakest link.

Material must be conveyed to railroads and steamship lines. After same has been carried to some city or port, it must be passed through terminals and transported locally to manufacturing establishments, warehouses, stores, etc. and from such points to its ultimate destination. And finally the refuse must be disposed of. The process is almost unlimited—sort of a circle.

All of this more or less local handling entails the use of enormous facilities and if not properly systematised great waste and confusion results, a condition which unfortunately exists to a much greater degree than is desirable or necessary.

Terminals may be regarded as the neck of the bottle. Here the greatest congestion with attending delays and waste is found. In those terminals where modern methods have been introduced, the result stands out in vivid contrast to the chaos obtaining in the less organised places.

To give a more accurate idea of just what inadequate terminal facilities are in dollars and cents, reference might be made to figures compiled some time since with respect to conditions obtaining in Philadelphia and New York where the cost of transporting a ton of freight over the ninety miles or rails between the two cities was given at twenty-seven cents, as contrasted with the terminal charges at both ends of $3.65. In other words, it cost about fourteen times more to handle a ton of freight in the two terminals than it did to convey the same volume ninety miles by railroad.

The same figures indicating the cost of handling a ton of freight at the Chicago and New York terminals at sixty-five cents more than the cost of transporting the ton one thousand miles over the railroad. Volumes could be written about the antiquated and expensive methods employed, but space imposes limitations. However, the foregoing figures will convey some idea as to the necessity for action.

The movement of freight to and from terminals is also susceptible to vast improvement, which, if effected, would introduce far-reaching economies. Considerable losses result from uneven demands on terminals for service. Quantities of trucks simultaneously call for, and deliver to, terminals freight at the same time, resulting in long lines of vehicles waiting for service. This lack of schedule, and the inability to properly serve trucks, owing to inadequate facilities existing in the terminals, not only blocks the streets but entails considerable momentary loss due to idle investments of waiting trucks.

If the demand on the terminals could be made more reasonably uniform throughout the day, congestion could be minimised and fewer numbers of vehicles and drivers would be necessary. Street congestion would also be lessened. If it would appear impossible to effect a satisfactory working schedule on a co-operative basis amongst the individual trucking interests, then consideration might be given to the idea of having the bulk of such freight handling moved by a relatively few, well organised truck concerns, or to solicit the co-operation of such organisations as express companies who are intimately familiar with the broad subject of transportation engineering, and who also possess relations with the railroads, which would tend to expedite freight handling. Freight in the last analysis is not so vastly different from express, the chief difference being that freight is somewhat more bulkier than express and usually is not moved so rapidly. Or some scheme could be worked out whereby the railroads themselves, or operating through a co-operative truck concern, could handle freight directly from the shipper to the consignee, which arrangement would not only tend to elliminate much of the confusion existing, but would also materially make for economies and also release many men for other important duties.

If some of the movement of freight could be accomplished by night, as seems entirely feasible, improvements of an even higher order would be effected. In fact, the time does not seem so far distant when such methods will be employed, for such scheme has much to commend it.

The traffic problems of the city are becoming increasingly acute. The saturation point must some day arrive. Much heavy hauling by noiseless vehicles could be accomplished at night (in some instances trailers could be employed), and by not having to buck congested traffic, with attending delays, considerable reduction could be effected in operating costs. Traffic congestion during the day would be greatly relieved, and the movement of freight generally could be speeded up.

Suppose the railroads confined the movement of freight to day-light hours and permitted their rolling stock and track equipment to remain virtually idle during the other periods of the 24 hour day. The railroad lines in such event would be inadequate to handle the freight business even though additional trackage were built, great congestion would obtain, and transportation costs would rapidly mount. In some respects the streets of the cities, especially in the business districts, are not greatly dissimilar from the tracks of railroads, and it would be easily possible to work out a system whereby the streets, and the large investments incorporated therein, could be utilised by night, as well as by day. The results would be beneficial to all concerned. In normal days, an epoch making development of such character would be difficult to introduce, but perhaps the conditions engendered by the war will more vividly emphasise the necessity of introducing these and other obvious improvements.

Goods, wholesaled and retailed, usually must be transported, and here we have a branch of transportation involving the use of thousands of vehicles many of which, for the same duty, cover the same territory and are rarely loaded to rated capacity, giving rise to much duplication and unnecessary expense, besides utilising more equipment and men than necessary, and also tending to further clog avenues of traffic.

The Commercial Economy Board, Council of National Defense, Wash., D. C. has been investigating the subject of co-operative deliveries, and has found that when such systems are properly organised and managed, savings of no mean proportions have been effected. We are quite likely to witness extensions of co-operative delivery systems in the not far-distant future, especially if the war continues for a protracted period, for conservation of every phase of industry will of necessity have to be practised.

Heretofore it has been somewhat of a difficult matter to cause proper consideration to the subject of transportation, and fany concerns who would microscopically scrutinise production phases of their businesses have been more or less inclined to delegate the equally important transportation phase to subordinates, who always, have not been fully qualified to apply exact engineering analysis in the determination of vehicle selection and operation. It is pretty generally known that through the introduction of scientific management in the manufacture or production of commodities, usually preceded by a most searching analysis, ofttimes aided by the use of motion pictures so that careful study could eliminate lost motions, has resulted in vast economies being effected. Equal if not greater, economies would be obtained in the transportation phase of industry.

It is doubtful if the average person has stopped to consider what a large percentage of the total and ultimate cost of a commodity is represented by transportation cost, for, if we follow through a commodity from its raw to finished state, and if the various and extensive handlings it undergoes before it reaches its final destination the items of cost of transportation represents very large proportions. And anything which can be done to eliminate unnecessary handling, and to minimise the transportation cost through the introduction of scientifically correct principles will be favorably reflected in many directions. The yearly savings that could be effected would probably approach the Liberty Bond class.

The problem is of gigantic proportions, but then, these are the days of big and unusual developments, and the day appears ripe to energetically approach this vital and economic necessity.

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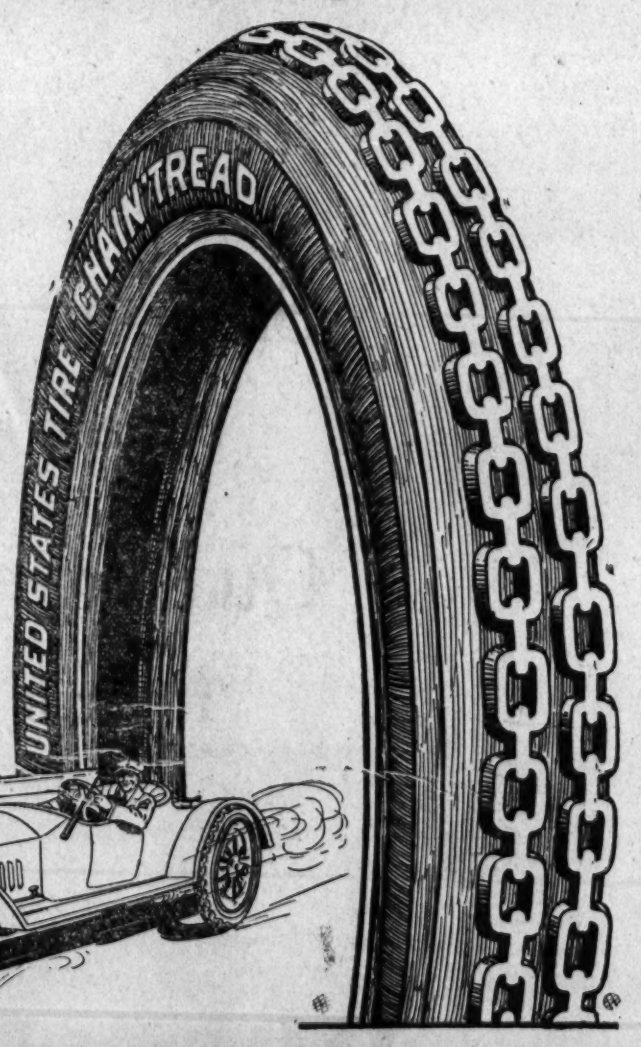

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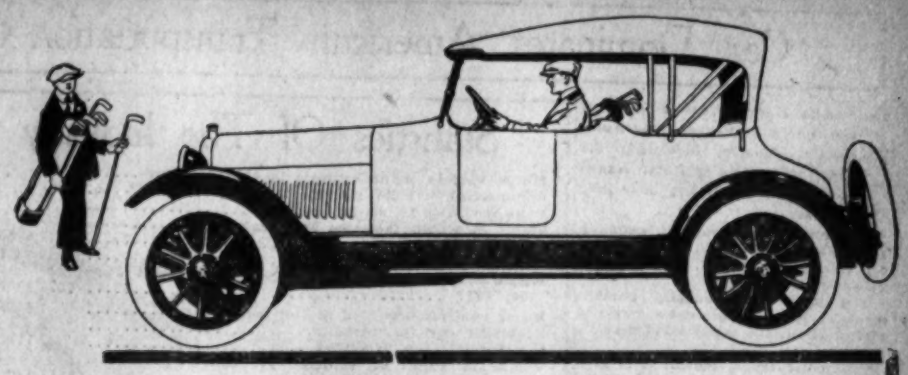

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Car Dominates American Transportation

Deductions Drawn from a Study of the Official Statistics of the Automobile Industry, Indicating the Relative Position of Motor Manufacture in America's Economic System

The automobile is rapidly becoming the predominant vehicle in the American transportation field, says a writer in Motor.

The motor car annually renders nearly twice the passenger carrying service of all the combined American railways.

The motor truck, though it is just at the beginning of its real development, is delivering more than half the ton miles of freight haulage that is turned in by all the system of railways.

The automobile industry is capitalised at $736,000,000. The capitalisation of American railays is $21,127,959,078. The automobile industry, then, with but a fraction of the capital invested in railed carriers, is delivering more passenger carrying service and more than half the freight carrying service of its long established rival.

All these interesting deductions and many more have been drawn from a study of the interesting and significant statistics presented in the box printed herewith. These statistics are authoritative, having been compiled by Alfred Reeves, general manager of the National Automobile Chamber of Commerce, who naturally possesses unique facilities for gathering material of this sort relating to the automobile industry. The statistics covering other industries are equally authoritative, being the compilation of the government authorities in Washington.

Considered merely as statistical information, Mr. Reeves' figures are interesting enough, but their true value appears when certain deductions and parallels are drawn to give them their relative values and permit us to view them in their proper perspective of relationship to the general economic condition of the country.

The Economic Importance

A great deal has been said and written regarding the growing economic importance of the motor vehicle. We have been told that the motor car has passed out of the domain of sport or pleasure and has become utilitarian, a part of the transportation system of the country, a necessity and not any longer a mere convenience or means of enjoyment. This is absolutely true, yet it is doubtful whether the average man has ever fully realised the truth of the statements he has heard. Just as the telephone has passed from the status of a luxury or convenience, which it was in its early days, to a position as part of the economic system of the country, without which modern business would be impossible so the motor car, permitting quick and easy transportation of freight and passengers, is now an integral part of our life commercial and social, which has readjusted itself to changed conditions and could no more return to the older order of constricted movement and delay, than the sun can be persuaded to reverse its course.

Analysis of the figures presented by Mr. Reeves tends strikingly to confirm this view of the present status of the motor vehicle. To me the most striking of his statements is one, the significance of which might easily escape the casual reader, unless its relationship to the general transportation question in the country were pointed out.' Reaching his conclusion by the most conservative estimate possible Mr. Reeves finds that the value of passenger service rendered by motor cars throughout the country last year, reckoned at the railroad rate of two cents per mile, is $1,152,600,000 The true meaning of these figures appears when it is realised that the total revenue derived from passenger traffic by all the railways in the United States amounts to less than $650,000,000 per annum. In other words the motor car is even today, infant though it be, the dominant passenger transportation vehicle. It has ousted the railed carrier from the position it has occupied for nearly a century, and now turns in nearly twice the passenger mileage of the railways.

Haulage Of Freight

In the commercial field of freight haulage the balance is still in favor of the railroads, though not as preponderantly as the average man would probably assume. The freight revenues of all American railways amounts to a little more than $2,000,000,000 per annum. Taking eighteen cents per ton mile as the cost of hauling goods by motor truck, Mr. Reeves finds that the commercial motor vehicle contributed service to the value of somewhat over $1,000,000,000. In other words the 435,000 motor trucks now in service in this country, contributed more than half as much to the total haulage of freight as the combined railways.

There is no need on this occasion to go deeply into the military development of the motor truck, with its demonstration of fitness for further usefulness in the days after the war. This is understood by nearly every person of intelligence. The ability of the motor truck to relieve the railways of what is known as short-haul traffic, that is freight traveling to distances of 150 miles or less, is now universally acknowledged. The question is simply to get trucks enough to carry out the reform and take over this part of the railways' burden. At the present time much of the motor truck's work lies in lines outside the railways' sphere in final distribution to consumer. In the years to come, the truck will more and more be called upon to shoulder the load of short haul traffic, not in competition with, but actually relieving the railways of a burden they are no longer able to bear alone.

Motor V. Rail Capitalisation

In connection with our comparisons of the motor vehicle with the railways in both passenger and freight hauling, it is interesting to note the tremendous difference in the amount of capital invested in the two types of transportation mediums. The total capitalisation of the motor vehicle industries, passenger and truck, is $736,000,000. The investment in railways on the other hand, as indicated by the capitalisation total, is $21,127,959,078. In other words the capital employed in turning out motor vehicles is only about one thirtieth that is tied up in the railroads.

The statistics which indicate the magnitude of the automobile industry are interesting in themselves, but a clearer view of just what they mean is obtained when they are placed side by side with those of other leading American industries. As we have already noted the captal invested in the manufacture of automobiles, passenger cars and trucks amounts to $736,000,000. This is exceeded by only four other industries, cotton goods with $899,000,000, foundry and machine shop products $1,846,349,000, iron and steel rolling mills $1,258,000,000 and lumber $1,260,000,000. The demon rum in the shape of liquor manufactures formerly acknowledged a capital of $792,000,000, but this industry now is dormant, if not dead. Some of the industries that trail the automobile manufacturing business are printing and publishing with $720,000,000, slaughtering and meat packing with $539,000,000. boot and shoe manufacture with $297,000,000, petroleum refining with $325,000,000, woolen manufacture with $412,000,000 and tobacco manufacture with $303,000,000. The list might be expanded almost endlessly, but enough has been said to establish the relative place of the automobile industry among its fellows.

As A Wage Distributor

As an indication of the enormous importance of the automobile industry in the labor situation let us compare the number of wage earners drawing their weekly envelopes from motor car manufacturing concerns. Mr. Reeves estimates the number of factory employees in establishments producing motor cars as 280,000. But three other industries exceed this, lumber with 618,000, foundry with 564,000 and cotton manufactures with 393,000. Ranking below the automobile industry in this respect we find printing and publishing with 272,000 employees, iron and steel with 248,000, men's clothing with 225,000, boots and shoes with 206,000 and tobacco with 178,000. The national pay envelope would suffer a staggering diminution if anything stopped the activities of the automoible industry.

And now suppose we take a peep inside these same weekly pay envelopes. The automobile industry's envelope holds weekly a sum sufficient to make an annual total of $275,000,000, which is exceeded by but two other industries, foundry with $376,000,000 and lumber with $322,000,000. But, it must be taken into consideration that the foundry industry employs twice as many men as automobile manufacturing, while lumbering has more than two and a half time as many men engaged in it. This makes the motor car factory employee the best paid operative in American industry, the average wage being practically $1,000.

When we come to consider the value of product, the automobile industry with its $917,470,000 for 1917, that being the wholesale value of the year's output of cars and trucks, we find our particular interest in fifth position, being exceeded in production value by foundry and machine shop products with $1,373,309,000, lumber with $1,119,348,000, slaughtering and meat packing with $1,673,000,000, while iron and steel rolling mills just shade us with $918,665,000. In this connection it is interesting to note the great industries that have to fall in behind the automobile business in value of output. Printing and publishing total but $901,535,000, boots and shoes $590,000,000, dairy products $364,000,000, men's clothing $554,000,000, women's clothing $473,888,000 (this item will probably occasion some surprise in married circles and may stimulate the ladies to renewed efforts), cotton goods $701,000,000, petroleum refining $396,361,000 and the liquor business in its final year of activity totaled only $442,000,000.

In the factor of value added to materials through manufacture, the automobile industry annexes fourth place, having created $437,470,938 of added value by its skill in design and construction. The three industries surpassing automobile manufacturing in this respect are foundry with $780,320,000, lumber with $595,000,000 and printing and publishing with $643,000,000. Trailing the motor vehicle are boots and shoes with $207,917,000, cotton goods with $257,000,000, iron and steel rolling mill products with $327,000,000, slaughtering and packing with $215,000,000 and tobacco with $283,000,000.

No Longer 'Toys'

It is now some years since the automobile industry was popularly labeled as producing "rich men's toys," "pleasure vehicles" or anything else but a definite contribution to the transportation system of the country, a necessity of modern life instead of a mere convenience. The man who could so designate the motor vehicle today, would immediately label himself unthinking. In the days when the self-propelled vehicle was uncertain of operation, breaking down more frequently than it ran it was in a certain sense a "toy." Though even then it was rather a pleasure giving experiment for enthusiasts who glimpsed what was to come, than a mere useless toy upon which to idle away valueless time. Today the motor vehicle, of a reliability so absolute as to be taken for granted, is a necessary part of modern life, abridging distance, conserving time and making possible the rapid interchanges of modern life, commercial and social. Viewed in its larger aspects, the increasing complexities of life, with its intensified demands on time and rapidity of motion, may be considered to have forced the evolution of the motor car. This is true of most inventions. When human life reaches a stage where its needs demand a certain thing, the pressure within forces the production of the device to meet the demand.

But if anyone were so purblind as still to consider the motor vehicle as a "toy," the mere presence of the industry that produces it in the class with those that produce the necessities of life, boots and shoes, men's clothing, foundry products, cotton goods, steel, petroleum, meat and woollens, must dissipate the idea on a moment's thought. The manufacture of "toys" does not reach such proportions as this. There must be necessity behind a product that sells nearly $1,000,000,000 a year, even in this wealthy country of ours. Non-essentials are purchased after the necessities of life have been supplied and even America could not afford to spend $1,000,000,000 a year on a single product destined to give it pleasure alone.

Another Utilitarian Angle

We are able, fortunately, to gain a side light on the utilitarian character of the motor car in America, by looking at the subject from a little different angle. The national wealth of our country is estimated at somewhat under $200,000,000,000. The national wealth of Great Britain, who is nearest to us in this respect, is estimated at approximately $80,000,000,000. Roughly speaking we are two and a half times as wealthy as the British Empire and yet we have ten times as many motor vehicles in use. New York state alone has 418,000 motor vehicles, whereas Great Britain has an estimated registration of 437,000 vehicles. France with a national wealth of about $60,000,000,000 has barely 100,000 motor vehicles, fewer than one fortieth of the number that we employ. Germany, the pre-war national wealth of which was rated close to Great Britain's had at latest reports fewer than 75,000 motor vehicles in service. This

(Continued on Page 14)

Statistics Of The Industry

Motor vehicle manufacturers in United States	550
Commercial vehicle manufacturers	372
Passenger vehicle manufacturers	238
States in which factories are located	32
Capital invested	$736,000,000
Workers employed	230,000
Wages and salaries paid during fiscal year ended June 30, 1917	$275,000,000
Motor vehicles produced in last fiscal year	1,806,194
Passenger cars produced	1,693,994
Commercial cars produced	112,200
Wholesale value of vehicles produced during last fiscal year	$917,470,938
Paid for parts and materials by automobile manufacturers during last fiscal year	$480,000,000
Production passenger cars in calendar year 1917	1,795,840
Production commercial cars in calendar year 1917	181,348
Average price of passenger cars produced in 1917	$720
Number of concerns manufacturing some article used in auto trade	6,789
Body, parts and accessory makers in United States	1,080
Capital invested by body, parts and accessory makers	$336,000,000
Workers employed by body, parts and accessory makers, 320,000 workers' wages paid yearly at $900 per man	$288,000,000
Automobile tires manufactured during fiscal year ended June 30, 1917	18,000,000
Value of tires manufactured in last fiscal year	$450,000,000
Total dealers, garages, repair shops, etc., in United States	46,000
Automobile and truck dealers in United States	27,000
Garages	25,500
Automobile repair shops	13,500
Tire vulcanisers	12,000
Automobile supply houses	2,550
Jobbers of automobile supplies	282
Capital invested by dealers, garages, etc., estimated at $4,000 each	$184,000,000
Workers employed, estimated average of 5 each	230,000
Wages paid, estimated at $800 per man	$184,000,000
Value of automobiles, trucks, engines, tires and parts exported 12 months ended June 30, 1917	$133,411,217
Number of passenger automobiles exported last fiscal year	64,834
Value of passenger cars exported	$48,620,928
Number of commercial cars exported last fiscal year	15,977
Value of commercial cars exported	$42,337,315
Value of automobile engines, tires and parts exported last fiscal year	$42,452,974
Motor vehicles registered in United States	4,842,139
Motor vehicles in New York State	418,000
Motor trucks in use in United States	435,000
Tons of goods hauled yearly by trucks (estimated)	1,200,000,000
Cost of haulage by motor trucks at 18c per ton-mile	$1,080,000,000
Cost of haulage on basis of 24c per ton-mile by horse and wagon	$1,440,000,000
Value of passenger service at railroad rate of 2 cents per mile	$1,152,600,000
Number of persons in United States to 1 motor car	24
Number of persons to 1 motor car in eleven Middle West States	17
Number of persons to 1 motor car in 11 Eastern States	26
Percentage of cars sold to farmers in 1917 (estimated)	40
Number of automobiles in United States to each mile of public road	1.72
Number of automobiles in United States to each mile of surfaced road	14.77
Number of automobiles in United States for each square mile	1.4
Automobiles in use in all countries outside of the United States, January 1, 1917	719,246
Automobiles in use in Europe, January 1, 1917	437,558
Automobiles in use in Canada, January 1, 1917	190,000
Automobiles in use in South America, January 1, 1917	39,188
Automobiles in use in Austral-Asia and Oceania, January 1, 1917	55,340
Horses in the United States	24,000,000
Acres of land required to sustain horses	120,000,000
Horse displaced by motor trucks in use (estimated)	2,000,000
Acres of land released by trucks for production of human foods	10,000,000
Horses and mules exported in last three years	1,232,959

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Hudson Heads Its Class In Sales At New York Show

Those who look to the New York Automobile Show as the barometer of the year's business are commenting on the showing made by the Hudson Motor Car Company, the retail sales of the Super-Six exceeding those of last year by 50 percent.

Close observers have long recognised the accuracy with which business conditions for the motor car industry are forecast by retail sales at the New York Automobile Show.

It more than any other show in the country, unless it be the show at Boston held during the first week in March, is a retail affair and occupies but negligible attention so far as dealer interest is concerned.

New cars and new models receive their first introduction to the public at New York. The attendance is made up principally of persons concerned with the automobile trade only as buyers and users. Any new car, any new device gets the greatest attention at New York. That does not mean, however, that new cars and new inventions receive the buying support of the New York public.

The New York Show draws its patronage from approximately one-tenth of the population of the country. The crowds which surge into Grand Central Palace are not as large proportionate to the population of the territory as attend some other shows. But the individual buying interest is far greater. The car which is given the greatest buying attention is the one that it is safe to conclude will be the one which will receive greatest patronage throughout the following year and in all parts of the country.

This is the sixth successive year that Hudson has led all cars in its price class in actual retail sales at the New York Automobile Show. The largest number of retail sales for any one show were made two years ago when the Super-Six was first announced. The retail sales of the New York Hudson distributor for himself and his then two branches approximated 120 cars, and last year Hudson did a surprisingly large business.

The Motor Car As An Aid To Transportation In U. S.

The motor car stands forth as the greatest single aid to all the various transportation system of the country in war time, says Richard H. Collins, President of the Cadillac Motor Car Co.

Transportation has a vast burden to bear, and gigantic things will continue to be asked of it.

It cannot be speeded up as labor can. Months are consumed in the production of new rail equipment, locomotives and cars. The same is true of trolley equipment. Unavoidable delays are encountered in normal times. In these times these are increased and aggravated a hundredfold.

Private transportation, as embodied in the motor car, is now showing as never before its real importance in our scheme of modern life. A short time ago two women came from a near by town to Detroit for an afternoon's shopping. They travelled by interurban trolley. About 6 o'clock they were ready to return home—an hour's ride on the trolley. Four cars left Detroit bound for their home town. They were not able to board any one of them. Each was crowded to the landing step. The women were forced to telephone a friend in Detroit who owned a motor car and who was glad to send them to their home by that means.

A Motorless City, Ow!

Picture that condition intensified a thousandfold in New York or any city in the land. Suppose some authority should issue an order that after 6 o'clock tonight no motor car should be used.

The result would be confusion of the worst sort. Public utility concerns would find themselves utterly unable to accommodate the people who would wish accommodation. In New York today, with elevated, surface and subway lines, all are crowded to excess in the morning and evening. Even so thousands of people ride to and from their business in motor cars.

The motor car cannot be eliminated. It is too closely woven into our daily lives. We should actually be compelled to revamp our civilisation if the use of motor cars were suddenly to be denied.

Picture the results in the farming districts. The motor car has done vastly more than the telephone to put the farmer into close touch with his markets. It enables him to grow better crops; to get his product to shipping points in less time and in better condition. It enables us to have on our tables fresher, more succulent vegetables.

Essential To Nation's Life

If electric light were cut off in the cities they would remain dark, even though there were enough lamps and kerosene in each one to furnish adequate light. Even though there might be an ample supply of both they would not be available when and where needed. Production without distribution is futile. The two go hand in hand.

Similarly with the motor car. Its production must continue and so its distribution, unless our whole mode of life is to be made over. It is an essential of the nation's transportation system. It is an economiser of time, of effort, of labor. It saves needed things like coal. It promotes business.

It betters living conditions. It promotes public health. It enriches property values. It broadens the human viewpoint of life. It makes the world a better place to live in.

In short, the motor car is an essential.

Car Dominates American Transportation

(Continued from Page 12)

is less than one fiftieth of our national registration. The inference of the utilitarian character of the American motor vehicle is unmistakable.

There is nothing in Mr. Reeves' compilation to suggest the future of the motor car and the industry that produces it. However, no reflective man can read the figures and not allow his imagination to dally with prophecy. In the not distant future all the nations now fighting are going to take up the staggering task of world reconstruction. In this task, transportation is going to be a vital factor. The world will be in a hurry to rehabilitate itself. Speed of movement is going to be a universal demand. On land the only medium of transportation that offers immediate and rapid possibilities of expansion is the motor vehicle. The motor car and the motor truck are going to be called upon to furnish much of the motive power of the process of world regeneration. More and more of these vehicles will be demanded as the months of peace plunge us deeper and deeper into our gigantic task. It is fortunate for America that she has the great automobile industry capable of the great present output and the enormous expansion that will be necessary after the war. But the industry must keep itself "fit" and ready to take up instantly the tremendous part it is to be called upon to bear in the long hard task of reconstruction.

Great Accessory Field

It will be noticed that in all that we have said so far, we have not included in our consideration the statistics covering the vast industry that concerns itself with the manufacture of parts and accessories. In other words we have confined ourselves to the figures dealing with manufactures of complete motor vehicles. And this in spite of the fact that the production of parts is scarcely to be separated from the putting together of cars, as a part of the automobile industry. No consideration of the industry as a whole would be complete without some mention of parts and accessory manufacture.

Mr. Reeves estimates that no fewer than 6,789 concerns in this country are turning out one or more products employed in the automobile industry. Of these 1,080 confine their manufacturing attention entirely to the production of motor car materials, parts or accessories. The capital investment of these concerns reaches the enormous total of $336,000,000, which places our subsidiary industry definitely in the ranks of big business. This branch of the industry employs 320,000 workmen, whose average wage of approximately $900 gives us a total yearly pay-roll of $288,000,000.

Now if we were to add the statistics covering the parts and accessory business to those of the car building section of the industry, as we would be justified in doing, consider the tremendous total that we would get. Our capital investment would leap forward over the $1,000,000,000 mark, our pay-roll would pass $550,000,000 and our total of workers employed would reach 700,000.

If we go a little farther afield and include with the automobile industry, the tire manufacturers, who certainly may demand inclusion on the ground of unity of effort, we shall still further increase the automobile industry's total by $450,000,000 of value of product, to say nothing of the hundreds of thousands workmen employed in tire factories and their pay envelopes and not even considering the capitalisation of the tire companies.

And The Subsidiaries

Again there is the subsidiary industry, absolutely dependent on motor car manufacture for its very existince which finds its expression in garages, repair shops, supply houses, accessory stores and their fellows. Taking the modest sum of $4,000 as the average capital of these various sorts of shops, Mr. Reeves finds that the total capital involved in this subsidiary industry is $184,000,000 and that the 230,000 workmen employed earn an average of $800 per annum, which gives us a total of $184,000,000 to be added to the pay-roll of the automobile industry and its subsidiaries.

It is obvious, then, that if the figures covering all the various subsidiary branches of the automobile industry are added to the totals for the parent industry, that business, instead of being content with fourth or fifth place under the different classifications, will leap forward toward the front, not improbably annexing first place among the manufacturing enterprises of the world.

The great value of this mass of statistical information is to awake the automobile industry and every man in it, to the vital importance of the business to the economic life of the country.

DASH ILLUMINATION

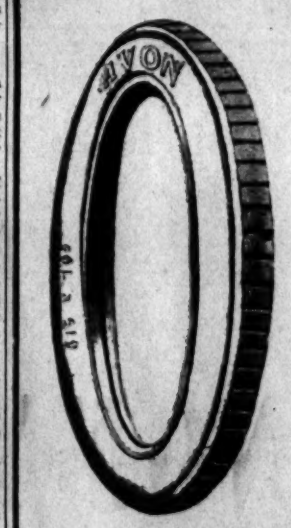
The substitution of a blue bulb for the ordinary clear one which illuminates the dash has certain advantages. The blue light is brilliant enough to afford reading of the various instruments, and yet all back glare is eliminated. Moreover, the blue light rather improves the appearance of the compartment at night.

TAX CARS BY WEIGHT

Idaho is the first State to make the automobile contribute to road maintenance on the basis of weight. Under provisions of a law passed at the last session of the Idaho Legislature and approved by the Governor, licenses will be issued according to the following standards: 2,000 pounds or less, $15; between 2,000 and 3,000 pounds or less $20; between 3,000 and 4,000 pounds, $40.

COMMUTATOR TROUBLE

Grease should not be used for the lubrication of the commutator; cylinder oil is the proper lubricant, and it should be sparingly used. This applies to all commutators or ignition distributors. When grease is used in the commutator it is quite likely to prevent the distributor arm from making contact, and an annoying type of ignition trouble ensues.



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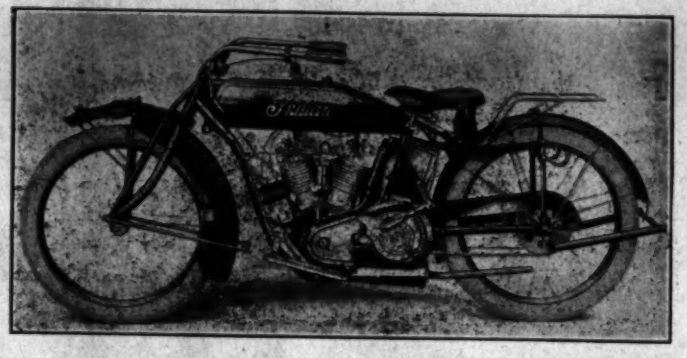

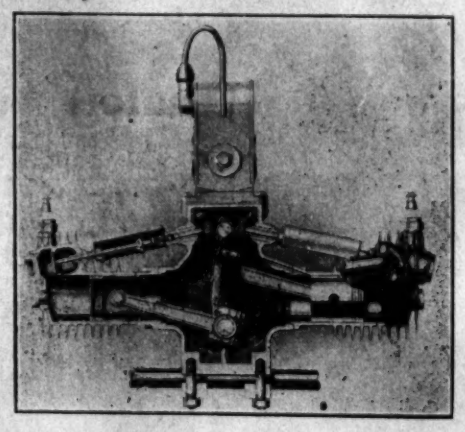

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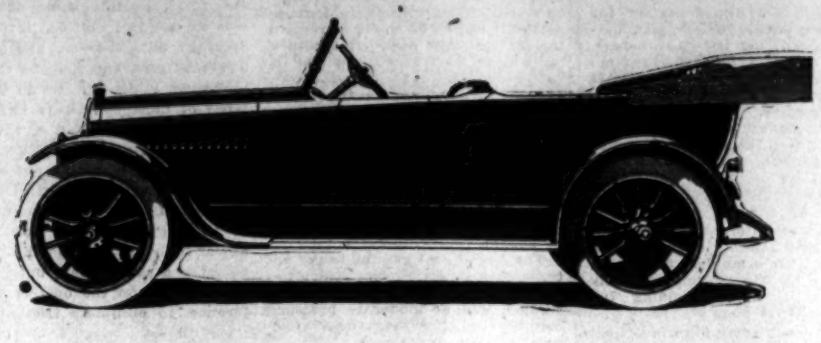

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England Using Coal Gas As Motor Fuel

By Charles G. Harper
(In Motor.)

The first time that ever I saw a motor vehicle fitted with a coal gas container was at the beginning of last September, on the London and Eastbourne road. The distance between London and that favorite seaside resort is sixty-four miles. The road is picturesque and in summer and early autumn it is crowded with private cars. But this was not a private car. It was, in fact, a char-a-banc, public service vehicle. I believe there are four of these, running two services each way weekly. At that time no one thought much about coal gas as a necessary substitute, because (although so short a while ago) it was not then foreseen that gasoline would be entirely prohibited for private cars or so-called pleasure services. Already, however, gasoline had become frightfully expensive: four shillings (one dollar) a gallon, and motorists sighed when they thought of the days when it had been one shilling and six-pence (thirty-six cents), or a shade cheaper. If, therefore, the cost of motor-spirit weighed so heavily upon private users, what must be the burden of those who run heavy lorries (trucks), trade vans, omnibuses and chars-a-bancs! The owners, therefore, of those heavy vehicles, consuming so very much more gasoline to the mile, were the first to take up the question of coal gas. They had not that necessity of studying appearance, which seems so insistent to the private owner, and they had, per contra, the very vital need of practicing economy. So those who were using motors for trade purposes made no difficulties whatever about turning over to coal gas and having huge gas bags fitted, for carrying a supply of this gasoline substitute.

I observed with interest that char-a-banc filling up at East Grinstead, half way on the journey. The vehicle has accommodation for twenty or twenty-five passengers, all "insides," and the flexible gas bag, or Para rubber and canvas treated with shellac, is fixed on the roof. The cubic capacity is 700 feet, which, at the usual computation of 250 cubic feet of gas to one gallon of gasoline, gives a storage of energy equal to that exerted by rather less than three gallons. The vehicle has a gasoline consumption of about 14 m.p.g., hence a refill at thirty to thirty-five miles is ample. The car is started on gasoline and runs quite successfully on the coal gas.

Taking On Fuel

A group of idlers—there is always a number of people about with leisure to mind other people's business, were looking on when I came upon the scene. They were watching the not very exciting process of refilling the gas bag from a two-inch supply pipe at the East Grinstead gas works. They were slangy persons, I grieve to say.

"Pouks a bit, don't it?" said one of them.

I lifted my eyebrows inquiringly. "Pouks?"

"Well, then, it 'ums."

"Niffs," explained another.

I gathered that they referred to the aroma of gas, which was certainly very noticeable. It commonly is, in the neighborhood of gasometers, when you come to think of it.

The filling of the bag occupies about ten minutes. I watched with interest the rising of it from its empty and collapsed condition to a rigid shape, and saw the car depart on its way, rejoicing, or something to that effect.

Since that September day I have seen cars of all types fitted with coal gas containers of every sort, for a portion of the British motor-press has been booming gas, and brought about a demonstration in London of some forty-five cars fitted with coal gas appliances. Meanwhile the other section of the technical press which merely sniffed, has been obliged by the success of the movements to take up the matter.

At present almost everyone here is rushing to have a gas bag or a bolster of some kind fitted to his car, for we have recenly had an official intimation from our Ministry of Munitions (which has forbidden the use of gasoline) that it is not proposed to interfere with private cars run on coal gas. Numerous firms and inventors of various types of gas containers are busy. It recalls a period, about eighteen months ago, when a large variety of new types of carburetors were rushed upon the market for vaporising paraffin. One hears little of them now.

Coal gas, or ordinary illuminating gas, such as is supplied to homes for stoves and lights, is the motor fuel of England today because of government restrictions on the use of gasoline for vehicles other than those employed on government work. The use of coal gas as fuel for engines is by no means a new thing but its extended use for automobiles in England has come in only with the withdrawal of gasoline from the open market. Coal gas has been used for years in American automobile factories to operate engines in the motor testing rooms and for running-in engines. As long as ten years ago coal gas was experimented with and as late as four years ago a most astounding test was made on a Chicago taxicab in which a coal gas generator was used so that a few shovelsful of coal fed into a machine would manufacture the gas as the car traveled along. The device passed out of existence soon after.

Aside from the bulkiness and unsightliness of the container for the gas, there is no serious objection to use of this fuel; in fact, outside of these drawbacks this fuel has certain definite advantages. There is less carbon deposit, it is cheap, there is no trouble from water condensation and consequent contamination of the oil. It is not necessary to have an elaborate carburetion system; in fact, a simple controllable valve is all that is necessary. In England today the usual thing to do is to have a large bag mounted on a rack on the top of the car containing the gas (supplied from a gas works) under pressure, say, about fifty to one hundred pounds. A bag of this kind, containing 700 cubic feet, holds the equivalent of three gallons of gasoline.

Here lies another objection, especially in trucks. Filling-up is necessary after, say thirty miles of travel or before and one must be near a filling station. Passenger cars giving twenty or more miles per gallon on gasoline do not need filling up so often but then such cars cannot carry a large container, for even one of comparatively small size is unsightly and in a sense costly. A bag holding 700 cubic feet under slight pressure costs over G.$200.

Recently the English market has produced containers which hold the gas under pressure as high as 2,000 pounds so that space is conserved and more fuel can be carried. For these high pressure containers, special carbureting devices are installed but the ordinary system uses a simple accessible valve in a line from the container to the inlet manifold. The ordinary float and carbureter mechanism is not needed, the gas going into the manifold, the air being supplied through the regular inlet and controlled by the throttle. There are automatic controls so that when the throttle is opened to speed up the engine the additional air which the throttle admits will not thin the mixture too much. Usually the control is linked up with the gas line so that as more air is admitted more gas is also allowed to pass. When the engine is stopped the gas is turned off.

See Gas Increase

I do not mean to imply that coal gas will be a brief experiment. I think in some ways it has come to stay; but I do not quite believe that over here in England the cost of running on gas will be as stated, only one-eighth part that of using gasoline.

Inevitably, in the growing demand for gas, the price per cubic foot will be raised to motoring consumers, whether private persons or traders. If by some miraculous exception it is not, that will be the only instance of an article in demand whose price has not been advanced in this time of war. As I do not expect to live to see miracles, neither do I expect to see the price of coal gas remaining at what it is now. But nothing is ever as good as it is made out to be, and no other thing is ever as bad. We must take the middle course; and although gas is neither quite so simple and convenient a fuel as it is made out, nor quite so startlingly cheap, yet there should be a future for it after the war; certainly for trade cars and lorries; not so certainly for private cars, in which design and appearance will always be sought.

The use of coal gas for heavy and trade cars presents fewer difficulties, because, as appearance need not be studied, gas at moderate pressures can be used, involving the employment of large containers. With gas thus under slight compression the ordinary carbureter may be used but when we come to storing gas at, say, a pressure of twenty-five atmospheres, in steel or other high-tensile cylinders, then we must have a gas-carbureter installed, at considerable cost. For private cars, in any future coal gas era, we must have high pressure in little space, alike for appearance and convenience sake; for it would be exceedingly inconvenient (apart from the unsightliness) for a private owner to tour about with a great gas bag which would contain only enough for him to run twenty-five to fifty miles without a refill at some gas works. It could be done, no doubt, in many of our British districts, but I should imagine that in the long distances in the United States between places, the gas bag for touring purposes would be an unthinkable proposition.

Something On The Cost

Of course, these are only the initial stages. There are numerous considerations. Among them is that of such public service vehicles as town omnibuses, which carry outside passengers. At present it would seem that if they are to use gas bags they must sacrifice their carrying capacity by giving up to the gas container that outside passenger space: thus losing half their fares. In fact, what they will save by using gas they will lose in revenue. Moreover, gas bags are somewhat costly things. That of the size used on the East Grinstead conveyance costs round about £50 ($250); and cannot have a very long life, either, without repair. It is, by the way, considered that our local authorities will, in the interest of public safety, impose tests and conditions of use. Meanwhile, ingenious devices are coming on the market, intended to store gas at pressure. Among these is the Wood-Milne container, introduced by the Wood-Milne Tire Co., of Manchester. This is a cylinder, or "bolster," 5 ft. long and 14¼ in. diameter, made of fabric stretched upon metal rods and rings, holding some 600 cubic feet of gas at 1,000 lbs. pressure. A pressure of 1,600 lbs. has actually been obtained and may be the normal when improvements on the first types of these containers have been effected. The weight of this contrivance charged at 1,000 lbs. to the square inch, is sixty lbs., and at 1,600 lbs. the weight is a little less than 100 lbs. Length and circumference of this non-collapsible bolster permit of its being fixed on the running board of a car. It is proposed to fit rubber rings on the outside circumference, to eliminate friction. Any unsightliness can be obviated by painting the fabric to the color of the car body and varnishing.

Gas Bag Objections

Some obvious objections to the use of gas bags on the roofs of private cars are found in the scant clearance existing already in the height of many private sheds and garages. An additional three feet to the height of a car may very well make the fitting impossible for owners with small sheds. We must not forget also that resistance to head-winds will be enormously increased and that exposure to a side-wind might in some circumstances cause a car, such as a comparatively light private passenger car, to be overturned. The weighty and often heavily laden lorries, etc., are not so open to this criticism, for they provide their own counterpoise. I speak with conviction about gas bags on roofs of private cars, for I have just come from an adventurous trip in such a connection, in the country during windy autumnal weather, and I do not know that I am keen to repeat the experience. Steering with lateral furious gusts of wind was found to be a tricky business, and not once nor twice, but several times we were within an ace of being blown over. Hence, any future for gas in private use must lie with inventions like the Wood-Milne, or with high-tensile steel cylinders holding gas at a considerable pressure. It is not possible during the war to obtain either the steel or the labor for this manufacture. Taking the average private car, running twenty-five to thirty m.p.g., it will at once be seen that, so far as gas can at present be employed, the private owner in country districts can get but little relief from the gasoline famine. His difficulties in obtaining a re-charge in regions where gas supplies are far between militate against a fixed gas bag; but some relief might be obtained by using the detachable Wood-Milne bolsters. We are thus reduced to the ironical position that in these scientific, almost horseless times, we have come back to the limited horizon of eighteen to twenty-five miles to which we were accustomed in pre-automobile days, when our journeys were conditioned by the endurance of a horse.

Types Of Containers

Among the firms who are active in the flexible gas bag way is that of Ernest Lyon, London, handlers of motor cars, who have arranged for the entire output of Messrs. Spencer, the balloon makers, and have introduced the "Lyon-Spencer" container, fixed to a wooden tray overhead. Fully inflated it reaches a height of five feet. They claim to be supplying sixty containers daily; including many for town private cars. The difficulty in fixing up gas bag for open or light cars has been met by a curious contrivance introduced by Douglas S. Cox., who at the recent demonstration showed a ten h.p. light car to which was attached a two-wheeled trailer with sides of light wooden slats, carrying a Barton flexible gas bag of 192 cubic feet capacity; sufficient gas to run a light car for thirty-two miles.

We shall have to rely on our inventive genius to make gas more usable, for it is obvious that the gasoline famine, in view of the increased and still to be increased demand for military, naval and aircraft purposes, will become much more acute. Next year, when the promised thousands of aircraft come into action there will not even be much of a margin for those purposes alone.

Meanwhile we have a bill in Parliament providing for government prospecting for oil in the British Isles. Scientific men (some scientific men) have persuaded the authorities that mineral oil exists here. Myself, I consider that this is about as mad and money-wasting and labor-wasting a project as could be entered upon. I should be happy to be proved wrong; but I will risk my reputation and say that I do not for one moment believe that oil fields, in the full sense of that term, exist in this country. Is it thinkable, if oil really existed in quantity that it would not long ago have been struck by chance at some time in the hundreds of years past, in the course of our very deep coal-mining? Rock oil has been discovered at several places, but in small and diminishing supply. Generally speaking, past searches for oil have been fruitless, and it has been found only by accident. Thus, in 1847 in Derbyshire, a crude oil was found exuding in a coal pit. For two years it yielded 300 gallons daily, and then dried up. In 1892 in Somerset, after a slight shock of earth-quake, a water-well in a private garden developed oil, but after yielding several gallons the supply ceased. If we are to depend upon small earthquakes to produce these curiosities and large ones for the provision of a constant and bounteous supply, I think the sense of this country would forego the oil in favor of the stability of the earth under our feet. We produce numerous valuable minerals, which have indeed served very largely to make England what she is: a great manufacturing country; but while Providence has given us such abounding supplies of coal and iron and other things in lesser degree, we do not produce gold (except in one region in Wales, to the extent of £5,000 a year) and if by some strange chance we discover oil, it will not be in large supply, nor will it be in the form of "gushers." We possess, indeed, one natural gas reservoir, which was struck when boring for water at Heathfield in Sussex twenty-one years ago. It still supplies the railway station with light; but, compared with the natural gas, abundant in the United States and Canada, it is a small thing, and little more than a curiosity. I have not observed in the whole of our technical or general press any decided expression of opinion as to the success or failure of the search for oil now embarked upon. They are adopting a sitting-on-the-hedge, non-committal attitude, awaiting developments.

TERMINAL CORROSION

If trouble develops in the battery which upon examination is found to be up to normal and yet is not delivering enough current to furnish lights nor spark enough to ignite the fuel, the basic fault will very possibly be found in corrosion of the terminals. When the terminals are covered with a hard green deposit no current can flow. Sometimes this deposit is so hard that it takes a chisel to remove it.

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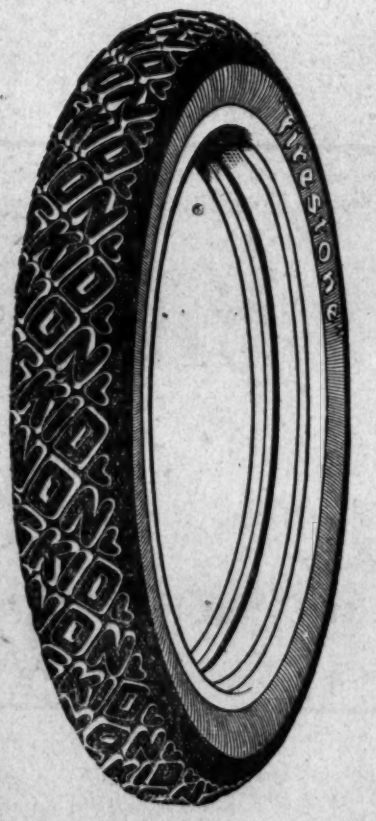

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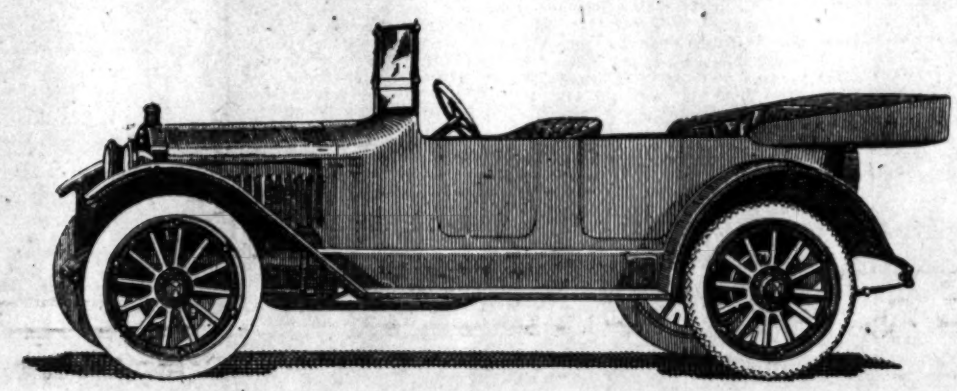

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Helpful Hints For Motorists

Applying A Blowout Patch

In fitting an inside blowout patch there arises the difficulty of keeping the patch in a fixed position, for should it move around the hole in the casing will be uncovered. The use of a piece of inner tube against the casing at the point of blowout will tend to hold the patch firmly in place and if left there long enough will practically vulcanise itself to the casing and to the patch.

Running Without Battery

In many makes of cars using battery ignition it is possible to keep the car running without the use of the battery. The systems referred to are those in which the generator feeds the load above a certain engine speed, the battery being used merely for car speeds under about fifteen miles per hour. If the battery should fail the engine cannot be started in the regular way, but once started by means of a tow or by running down hill, it can be kept running. Of course this means that the starter cannot be used and that the engine will have to be operated at a fairly good rate of speed, but then this is better than not running at all.

Save The Battery

The following suggestion for saving the battery and getting easier starting is from a Brooklyn subscriber for Motor. The hint is especially valuable during the cold weather, when the grease or heavy oil in the transmission has become thick and stiff. When the gear shift lever is in neutral and the engine is running, gears in the transmission are revolving. The same is true when operating the starter. It requires considerable force to turn these gears through thickened grease, a force which is an unnecessary drain upon your battery. Simply holding out the clutch during the operation of your starter, prevents all motion behind the flywheel, thus taking a load off the battery which during the winter is over-worked at best. To prove this to yourself, some cold morning shortly after starting your motor, place your gear shift lever in neutral, hold the clutch out, and throttle down your engine till it is just turning over. Then quickly let your clutch in. In many cases the engine will stall, due to the increased force required to turn the gears in the transmission.

Use For Old Tires

The average owner has formed the habit of disposing of old tires for a few cents and is not aware of the fact that the casing can be utilised for making blowout patches for use inside a casing. These home-made patches serve even better than the cheap ones sold at supply stores. The patch is made simply by ripping off the tread and one or two layers of fabric. The thickness of the patch should be equal to about two or three layers of fabric and of course cut to the right length. It is possible to get ten blowout patches from a worn out casing which probably would bring a dollar or so from the junk man.

Short Circuit Causes

In a recent run the driver of a car was surprised to find that his engine had stopped for no apparent reason and then suddenly started up again. It was noticed, of course, by the accelerator response. Going a bit further the driver was at a loss to understand the trouble, when upon striking a piece of rough road the engine stopped and started at intervals of a few seconds, the conclusion was immediately reached that there was an intermittent short circuit. An examination of the wires under the cowl board showed that the vibration of the car over the rough road caused a poorly insulated lighting wire to touch a metal bar which also was in contact with two ignition wires from the switch.

Drain Vacuum Tank

At frequent intervals open the drain cock at the bottom of the vacuum tank. Usually a few drops of water and rust flow before the gasoline. The fact that often there is no flow until the passage is opened with a piece of wire indicates that there is solid matter over the drain which, if it works through, will cause carbureter trouble.

Making Brake Adjustments

Do not get into the habit of making brake adjustments in one place. There usually are three or four places in the braking system and each adjustment should be used in turn.

Valve Springs

Weak valve springs can cause endless trouble in poor engine operation. Whenever the valves are removed the springs should be measured to see that they are of the same size. If one spring is short it either will have to be stretched or a plate placed under it to increase the pressure.

Wire Controls

Owners of many medium and low price cars have endless trouble with the wire controls for the ignition unit and carbureter, the trouble being due chiefly to the inability of the control to move the part because the tube housing the wire moves with the wire. To operate properly the tube must remain fixed, otherwise there will be little if any movement and any operation of the spark advance lever will produce no results. Of course the best thing to do is to get a good wire control, but some owners have overcome the trouble in the existing controls by holding the tube in place by means of wood blocks. A wooden block is cut in two and two grooves cut in each so opposite grooves coincide. The tube is then soldered at points the same distance apart as the grooves, so that the solder rests in the grooves. The blocks of wood are bolted together and the whole bolted to the engine frame which usually is the most accessible part.

When Chains Break

If a driver should be so unfortunate as to break so many cross pieces of the tire chains that they will not remain in place around the wheel, the chains should be removed and wrapped around the tires as one would wrap a rope. This, of course, applies only when the car is stuck in the snow or in deep mud, for after getting under way, the cumbersome "lump" should be removed. Owners should get into the habit of repairing tire chains, the work requiring little effort. The garage makes a charge of ten cents, even for one new link, which the owner can install in less than one minute with a chain tool which most supply stores offer, or which can be had from the chain manufacturer.

For the Spring Leaves

If the owner should have occasion to dismantle the springs he should take the opportunity to spread a lubricant over the leaves. A good one is a mixture of paraffin and flake graphite. The wax may be had by melting a few ordinary candles and when in the molten condition the graphite is thrown in and the whole stirred.

Overheating In Cold Weather

Aside from overheating caused by using a cooling solution having a lower boiling point than clear water, there is the common cause resulting from a portion of the radiator (filled with water only) becoming frozen. Recently many owners complained to the writer that in the coldest weather the engine will overheat while the radiator felt with the hands seemed ice cold. No doubt the water in the lower portion becomes frozen, resulting in an obstructed radiator; hence no circulation and consequent boiling of the water around the cylinder jackets.

Applying Tires To Rims

Before attempting to apply a tire to a diagonally split rim make sure that the rim is not badly out of shape, so that hammering will have to be restored to after much of the work is done. See that the rim ends come together properly before the work is started. If much trouble is had mount the tire as you would a clincher. In some rims there is a tongue, the end of which drops into a similar shaped opening in the rim end. If the tongue is accidentally broken off the rim can be used by causing the ends to abut, using a jack as a spreader and then soldering a piece of metal across the split ends to prevent opening. This will do if there is not another rim handy.

Tire Chain Trouble

When chain cross pieces break so that the chain slaps against the fender do not wire the broken pieces across the tire, as the wire will last only a short time. Wire under the felloe.

Have You Drained The Crankcase This Winter?

Unless reminded that the engine oil becomes contaminated by water and sediment, the average automobile owner is liable to allow his engine to run thousands of miles before the old oil is removed, the crankcase flushed out with kerosene and new oil added. Oil decomposes in use and the sediment formed drops to the bottom of the crankcase and reduces oil efficiency. Water, formed as a production of combustion, works past the pistons and forms an emulsion with the oil. During the cold weather the amount of water is greater than in warm weather, hence oil changes in the winter time should not be neglected. The greater the number of the cylinders the more water will accumulate in the crankcase.

Heavy War Tasks Fall On The Auto Industry

Ever since the day when the words, "England expects every man this day to do his duty," were first spoken, it has been a principle that in wartime each citizen must do his "bit." This is especially true of the present war, not only in the case of individuals but likewise of corporations and entire industries.

From the early months of the European war automobiles have played an important part in its operations. Automobiles were needed for transporting food, munitions, hospital supplies, construction materials, and what not, and the automobiles exported by America to the powers with which we are now allied were an important factor in all developments of the differen European battlefields.

But it is since the entrance of America into the war that the automobile industry has achieved its highest degree of efficiency. It answered rapidly to the army's call for motor cars, trucks, tanks, and tractors for the transportation of heavy ordnance, and it adapted itself in rendering yeoman service in fields it was originally not prepared to supply. As a result, the automobile industry is today one of the chief adjuncts of the national scheme of warfare.

War Demands Hard Service

It is difficult to realise, for civilians, what automobile service in war really means. Cars are worked for many hours a day; often they cannot be given much attention; they are operated on poor roads—sometimes on no roads at all; everything is a question of quick and reliable delivery. On the prompt working of the automobile equipment depends the efficient supplying of the army with munitions and food; a modern army without the service of thousands of automobiles is quite unthinkable.

This enormous demand of the war has been filled by the American automobile industry, filled with quiet, unassuming efficiency. Our automobile factories have shown that they could be depended upon to do what the Government required. Passenger cars and trucks, as well as machines built according to extra specifications for particular classes of service, were turned out by thousands. Many factories are now turning out airplane parts and motors motors for dirigibles and boats, as well as boat parts. All these types of machinery could not be manufactured in the quantity and with the promptness which the war necessitates except for the efficient organisation and the intense loyalty of the automobile industry.

One apparatus which bids fair to play an important part in the war is and strength in such a degree as to make the engine most serviceable, both for fast automobiles and flying craft. The building of Liberty motors is part of the war work of many automobile factories. The recent stroke of the British at Cambrai proved the great value and possibilities of tanks, armored tractors of the caterpillar type. To fight the war to a conclusion, tanks will probably be used on an ever increasing scale, for they save expenditure of both artillery and human lives.

Heavy Tasks For Industry

These are the most direct tasks which the war has put before our automobile industry. It is a set of huge tasks, enough to occupy all the capacity of the industry; yet there is plenty of other work it must do. As the war goes on more workers will have to be transferred into the active military and naval service; they will have to be withdrawn, not only from the industries, but also from the farms. But as the farms are in a way, the very basis on which all our national work must stand, the work of the farm must not suffer; it must go on even with a lessened army of farm laborers, yet with increasing production.

Light Car Vogue Comes In The Last Few Years

Up to a few years ago excess power, riding comfort, the refinements of fine finish and luxurious upholstery were almost entirely associated with the heavier types of cars, says C. W. Heatings, General-Manager of the Hupp company. However, as the users of light cars, as well as those who had formerly been accustomed to the bigger cars, began to see many of the advantages of the light car over the big car, a demand sprung up for a light car that would include some of the refinements of grace, comfort and durability that had hitherto been available only in the costlier products.

In the meantime, the automobile industry had been making great strides in the developments of engineering simplicity in the use of lighter metal and alloys, in greater ingenuity of body design, that readily adapted themselves to this new movement in motor car efficiency.

The first result of this new incentive of refinement in light cars was noticeable in better carburation, higher speed engines, that made the light car more flexible, more able to travel at greater sustained speed, and still further emphasised the economy of light weight in the consumption of gasolene.

Next, the engineers turned their attention to strengthening the chassis, because they found that the chassis of the light car must be sturdier in proportion than that of a heavy car.

The cars that have attained the best results in this respect are those which have followed the trend of simplicity in eliminating unnecessary parts.

The next step in the development of light-car efficiency was the improvement in riding comfort. The engineers of the more luxurious light cars today say that it is possible to so spring and balance a light car that it may ride over rough roads and make real touring speed in comfort, where big cars are apt to jolt uncomfortably the passengers in the rear seat.

They found out that the easy riding of a car depended on a low center of gravity and on the correct proportion of weight under the springs to the weight above the springs; and that a car did not necessarily need weight to hold it down on the road. They also found that a car with a low center of gravity, namely, with its weight as near the ground as possible, consumed the least power over the same obstructions; in other words, that they would run with less fuel consumption per weight and with less road shock than other cars.

The last and crowning effort toward improving the quality and appearance of a refined light car lies in the development of body design. The up-to-date automobile body engineer has so economised body space, to take care of the shorter wheelbase and the relatively smaller size, that it is possible now to get seat room and leg room in both the front and rear seats that the driver of former years could look for only in the larger and heavier types of cars.

It is now possible to buy a relatively light car at the lowest price which assures the best in engineering, material and workmanship.

Women Know Car Mechanism

"You would be surprised how much the women know about the mechanical side of a motor car," said the manager of a motor car agency. "I was astounded recently by the rapid-fire questions from a young woman who asked about the ignition system, the lubrication system, and the engine and power transmission. She talked as intelligently about such topics as a seasoned chauffeur. This young lady told me that since her brother had gone to the trenches it was up to her to know the mechanical side of a motor car or let it stand idle."

Cadillac
Standard of the World

What the World knows about the Cadillac

THE plain facts about the Cadillac are sufficiently impressive.

One very important fact is the universal admission of its greater goodness.

It is scarcely too much to say that out of all the hundreds of thousands of owners of other cars, no one thinks of denying its place to the Cadillac.

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The Cadillac is a car which most men hope to own some day.

This does not necessarily imply dissatisfaction with, or lack of loyalty to the cars they now own.

It simply means a deep-rooted respect for the Cadillac as an unusual car.

In most instances they have been restrained from Cadillac ownership by money considerations.

But once they have passed that seeming barrier, they find that it was not a barrier at all.

Ownership of a Cadillac always reveals the fact, that the slightly higher first-cost is as nothing to the greater comfort, longer life and greater sustained-value.

The more you study it, the more you are impressed with this universal admiration for the Cadillac.

It practically amounts to a unanimous national vote of confidence and esteem.

It means that the average man, even when about to buy another car, feels in his immost heart that he might better own a Cadillac.

That being true—and your own experience undoubtedly tells you that it is true—it is of course a mistake for a man not to follow his instinct.

Because an instinct which amounts to a positive conviction is, with the average man of clear judgment, almost invariably sound and right.

If you have even an indefinite feeling that, in a Cadillac, you would obtain qualities which other cars will not yield—that feeling cannot be satisfied by any car other than a Cadillac.

Those qualities which you believe to exist undoubtedly do exist, else the widespread conviction would not exist.

And it is precisely these rare refinements of operation, and this excess of ease and comfort which you sense in the Cadillac, that constitute real motor car value.

The differences between the Cadillac and other cars are difference in intensity and continuousness of comfort.

They are vital differences because they affect the quality of your enjoyment.

They result in making each moment you spend in the Cadillac a different kind of a moment—more highly colored with contentment and comfort.

All this, of course, arises from the Cadillac ideas of standardization, and from a more careful, a more costly, a more conscientious, a more accurate process of manufacturing and co-ordination.

How profound and important this difference actually is—even though he senses it in a general way—the average man cannot fully realize until he has made actual comparisons.

It is so marked, so exhilarating, so full of a satisfaction never before experienced, that he can scarcely credit it.

When he does realize it, he sees that it would have been the height of unwisdom to deny himself, for the sake of a few hundred dollars in first-cost, the luxury of sensation and the years of complete satisfaction which come with Cadillac ownership.

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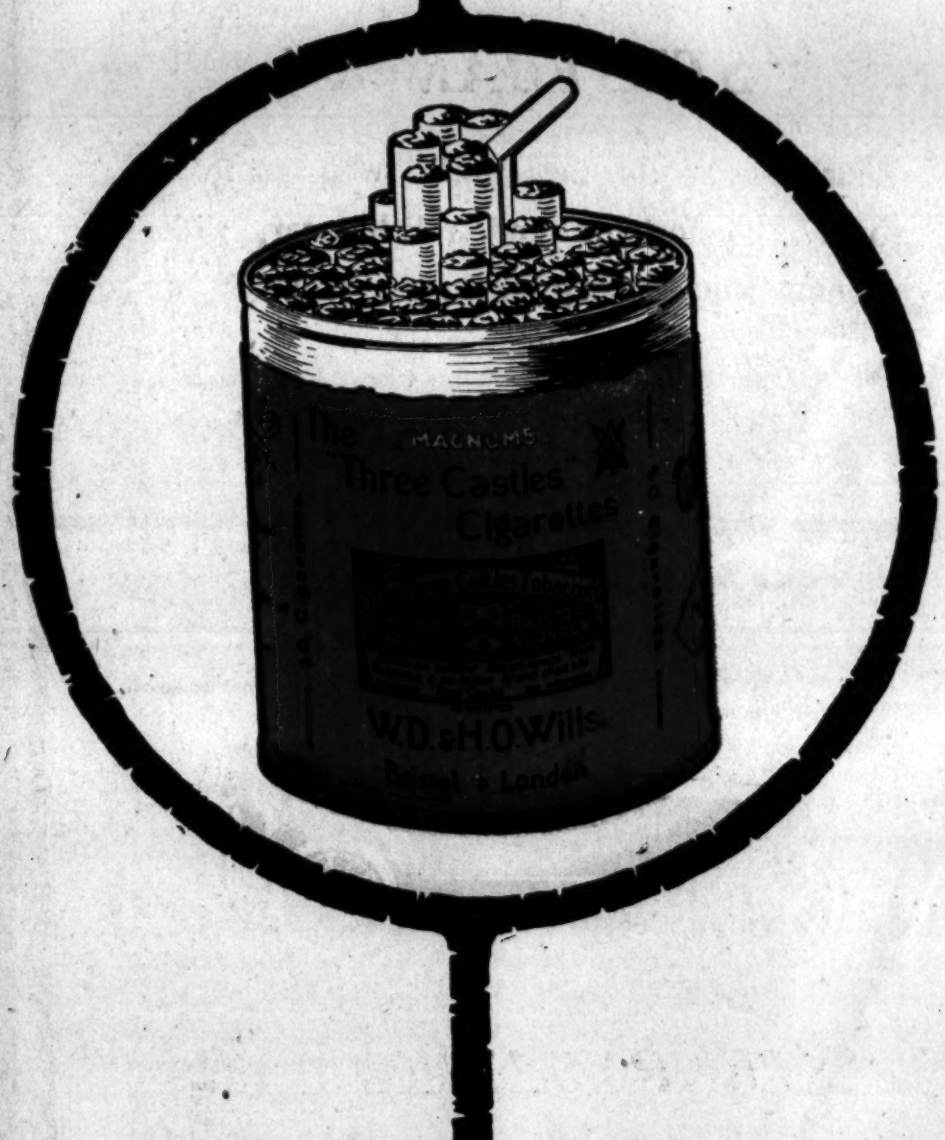

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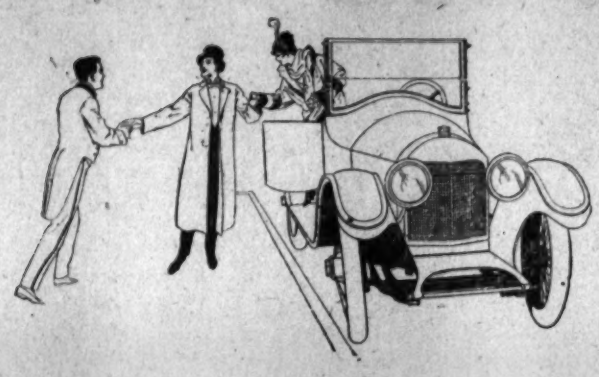

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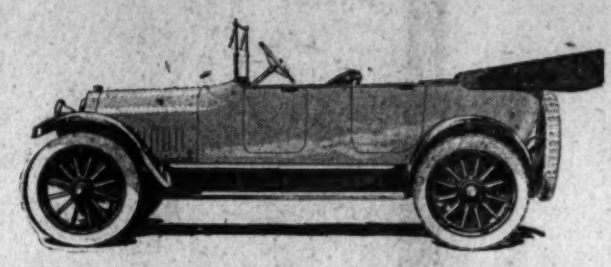

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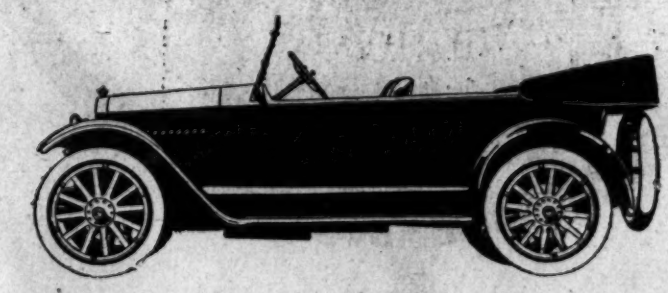
Touring Car for the family who want a roomy, comfortable and reliable car, with running and upkeep expenses reduced to a minimun.

"MONROE"

Touring Car for the owner who wants beauty, comfort, durability, economy and efficiency combined in a moderate-priced automobile.



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Touring Car for the fastidious owner who desires the acme of comfort, luxury and mechanical efficiency.

As Sole Agents for the above-mentioned cars, we are prepared to give eventual buyers a thoroughly up-to-date and intelligent service.

The Shanghai Horse Bazaar & Motor Co., Ltd.

Garage Telephone No. West 1213

SPRING FASHION SECTION

THE CHINA PRESS

Sunday, March 24, 1918

ARTS & CRAFTS, LTD.

FURNISHINGS

AND

DECORATIONS

OF

DISTINCTION

Spring And Summer Wardrobes On Basis Of Fashionable Palm Beach Models

Coats and Frocks Slim and Straight, But No Suggestion Of Tightness Is Shown, Even in Skirts

New York, Feb. 15.—Palm Beach models are perhaps of as much value as sources of information and inspiration to the stay at homes this year as they are for the practical needs of the Southern tourist.

The woman fortunate enough to be going South has only to make her choice from what is undoubtedly, in its best exposition, the prettiest, smartest and at the same time most wearable and practical collection of models that has been put forth in many seasons past.

The coats are slim and straight; so are the suits; so are the frocks, but they never have the appearance of being tight. Skirts are so cleverly cut and gathered at the hips, so craftily lapped, so imperceptibly narrowed at the bottom, so gracefully draped to one side that ease and excessive slimness are joined without straining.

There is marked simplicity of design, and where trimming is used its significance is of the first order. Details are usually of the most engaging description, and from the modest gingham straight upward in the scale of expense through the sheer and thick materials, cotton, linen and silk, to the high priced woollens the line shown by the most enlightened and gifted of the makers contains scarcely a garment that could be cast aside as of no importance.

Two alluring bolero suits in white serge are shown which confess an obviously Spanish influence. One has a shirt with a large patch pocket on either hip and is girdled by a wide silken sash of rose. The little jacket has a high flaring collar and loose sleeves, and its straight fronts open widely over the soft blouse. In the other suit the bolero may be buttoned across the front at one side and is short enough to show the softly gathered blouse between its edge and the skirit belt.

A white serge frock with a navy blue collar has its long side tunics lined with navy blue, while the front breadth is buttoned up in a double pocket just below the girdle.

White and bright colored broadcloth and Canadian homespun are the materials used for sports suits of undoubted chic. There is no more desirable material than broadcloth, but the liking for rough surfaced woollens has so strong a hold upon the modish public that homespun is likely to go far ahead of it in popularity, with the added stimulus of the fact that the supply of homespun is decidedly limited.

This lovely woollen stuff, light of weight yet warm, is dyed in exquisite shades of softest rose, blue, violet and yellow. Perhaps yellow is hardly the word to describe the pale yellow brown achieved.

There are two coat designs in the homespun sports suits of this collection, and the one pictured in the illustration shows the original and interesting lines of the wide armholed loose coat, narrower at the bottom than at the top. The enormous pearl buttons have two large holes by means of which they are fastened to the garment with a narrow fold of the cloth.

The coat of the other suit is shorter, is fastened by a row of buttons at the lower section and may be worn open or buttoned closely around the throat. The straight little skirts are built on a yoke

A few thoroughly distinguished jersey frocks are displayed in castor, beige, gray and white as first favorites, but also in beautiful and glowing colors for those who do not care for white and whose complexions cannot brave the trying neutral tones.

Tricolette, the most effective of all the jersey weaves, is moulded into dresses of austerely simple lines, one model even showing a high close collar of the material, with its only adornment in the shape of long, heavy silken tassels on the girdle ends.

Of a like statuesque beauty of line and material, the open necked jersey models show some unusual and smart collars and cuffs. One flat collar, with square ends and a double turnover, is made of yellow handkerchief linen bound with orange and is finished with a black cravat. Other collars are of filet lace dyed the same color as the frock, and still others are of eyelet embroidered cream linen.

Among the afternoon frocks one of the most striking and lovely, and yet an infinitely practical garment is developed in white crepe meteor and dark blue chiffon. The blue chiffon is applied to the white frock in a wide band about the middle of the body, just above and below the girdle, and in a narrow turnover collar and bands on the elbow sleeves. The bodice is buttoned diagonally from one side of the neck to a point under the arm in Russian fashion and the softly gathered skirt is drapped toward the same side, which drapery narrows it at the bottom in an excessively graceful movement.

One charming model is shown in both striped chiffon and pink organdy. It has a three tiered skirt so cleverly built that it shows no departure from the desirable slim outline and each flounce is edged by a tiny plaited frill of the stuff, of which there is a sash with perky bows and long fluttering ends. A dainty little waistcoat with collar and cuffs of lace edged white organdy gives the finishing touch to this pretty frock.

Abby E. Underwood

A castor silk jersey frock, a suit of white serge, a frock of Georgette and crash, one of striped chiffon and a suit of rose homespun.

Another version of the three tiered skirt may be seen in a turquoise Georgette frock where three double flat flounces of the material with widely scalloped edges are applied to the straight skirt.

Graceful frocks of gray or biscuit Georgette crepe with wide inserts of thread lace are among the smartest of afternoon gowns and the sensible fashion of these days permits the extensive use of all such afternoon frocks for informal evening wear.

Of the more formal evening gowns there are not wanting a few notable examples of undoubted distinction, as there will not be wanting the few exceptional occasions when such gowns are indispensable.

Possessed of extraordinary charm is the frock of spring green satin entirely covered by a design in a fragile tracery of gold thread, picked out with small dull gold beads. Cut with a square neck and no sleeves this frock betrays an enchantingly mediaeval ancestry in the shape of two long slim lappets falling both back and front from just above the girdle to the skirt hem.

Deep and glowing color lurks in the folds of a frock of gold colored silk, the draped skirt of which is widely bordered by pointed bands of heavy gold and gun metal lace, and a pink silk frock with absolutely unadorned bodice has its skirt hem engagingly quilted in gold thread, the side breadths of the skirt falling in square tabs below the back and front.

Good looking frocks of foulard will no doubt appear in time, but at present they are conspicuous by their absence. There is, however, in the collection under discussion an attractive navy blue pussy willow which is designed to fulfil the old time role of serviceability of the foulard. It is made up so that the broken white stripe, which is by no means of a conspicuous character, runs around the figure, and it boasts of an exquisite round collar, made of three tiers of white handkerchief linen edged with lace frills.

Perhaps, in its simple way, quite the smartest frock of the collection is one of those shown in the sketch, of yellow Georgette and Cossack linen. Another frock has the lower part of the skirt of white linen and the upper part with the bodice of yellow gingham upon which are bands of cross stitch embroidery in white.

Refreshing and captivating as ever, gingham frocks promise to have as great a vogue this year as they had last summer. One of the prettiest models developed in a variety of plain colors has its deep shawl collar widely scalloped and there are two scalloped folds around the center of the skirt, all edged with the tiniest binding of checked gingham.

With the increasing scarcity of linens, ginghams and other cotton stuffs have acquired a place of first importance in the summer wardrobe. Knowing simple cotton frocks, designed and put together with as much care and skill as if they were of silk, have come to represent a more formal type of gown than was within their repertoire in years gone by.

Striped dimities and cotton voiles are made up so that the designs are infinitely varied by ingenious arrangements of the stripes alone. All have charming collars of organdy or embroidered batiste and one delectable little blue and white striped dimity model has collar, cuffs and floating sash ends of filmy white organdy edged with tiny fluted frills.

Cotton voiles in plain colors and in stripes, plaids and figured patterns have come into their own again and smart frocks are evolved from these materials by means of fine workmanship and clever employment of simple and effective details.

A blue and yellow plaid voile of unmistakable chic has blue organdy accessories, a black and white plaid voile is accented with bands of blue or red linen and a plain yellow voile owes all its daintiness and charm to a profusion of fine tucks and a judicious employment of narrow cotton lace dyed yellow.

French cotton crepe in the loveliest of colors is used in another line of attractive models of which one frock in a delicious pink lingers most persistently in the memory. This straight little garment with wide tucks at intervals on the skirt has an exquisite waistcoat collar and undersleeves of embroidered white batiste with narrow lace frills.

One of the most interesting rumors of the time has it that frocks of calico are on the way. These are to be creations of an unimaginable smartness produced by the most artistic designs. The patterns are to be quaint and of lovely coloring and they will often be combined with organdy or net to give lightness to the garment.

Whether the mills have been producing new stores of this almost obsolete material or whether some designing genius has resurrected such small quantities of the fabric as have been lying Cinderellalike in the store house, rumor says not. But it is obvious from the reports that a modish calico frock will only represent wartime economy from the psychological standpoint and through being of cotton.

WEEKS & Co., Ltd.

NEW DRESSES & DRESS MATERIAL

FOR

SPRING & SUMMER WEAR

NOW ON SHOW IN OUR

DRESS AND MILLINERY DEPARTMENTS

COTTON VOILES, Etc.,

We are showing plain and figured Cotton Voiles, of British and American manufacture, in dainty and fashionable designs, which should appeal to everyone.

We are also making special features of—

FEATHER NECKWEAR, MUSLIN COLLARS, SILK SWEATER COATS (in all colours), TAFFETA SILK in the newest shades, RIBBONS, VEILS, ETC., ETC.

CHILDREN'S

WHITE PIQUE AND ALPACA COATS

are also extremely attractive and are made in the newest designs.

Telephone Central 223.

Personal supervision has been given to buying these materials, and our long experience enables us to select the most suitable for this climate.

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

THE STORE FOR A MAN'S EASTER KIT

THAT SMART SHAPE

"Carrington" Hat

Is one of exceptional quality and style, made from a high grade fur felt, and is built to retain its shape. The best shares are: Ash Grey, Smoke Grey, Laurel, Vendal.

Price $7.50 each

"Ellesmere" Hat

Is one of this season's most popular shapes, made from high grade fur felt and finished to perfection. The best shades are Fox, Agate, Nickel Walnut, Drab.

Price $6.50 each

PYJAMAS

The "Rathcoole" Pyjama Suit

Made from a light weight, soft finished flannel, in neat stripe designs.

Price $6.00 suit

The "Club" Pyjama Suit

Soft all-wool flannel, in a nice weight for the cold season, equal stripe designs, will wash and wear exceedingly well.

Price $7.50 suit

The "Cozy" Pyjama Suit

In a very soft and durable Ceylon flannel, light weight and pleasing patterns, colored grounds with neat stripes.

Price $4.00 suit

The "Southsea" Pyjama Suit

In a medium weight all-wool flannel, in a good selection of neat stripe designs.

Price $8.50 suit

SMART TIES FOR EASTER

"Club Stripe" Tie

We have an exceptionally fine range in this tie, and the most effective combination of colors, in 1-in. equal stripes.

Price $1.00 each

Real "Poplin" Tie

The "Ulster" Real Poplin Wide End Ties. The beautiful softness and brilliancy of the Poplin cloth is produced by the warp being made of fine Italian Silk and the shute of twisted yarn. Stocked in the following plain colours: Navy, Moss-Green, Olive, Emerald, Sage, Myrtle, Reseda, Hello, Purple, Mauve, Plum, Royal-Blue etc.

Price $1.75

NEW EASTER EFFECTS

The "Regent" Tie

In above shape, with a good wide end, neckband made extra strength. In plain and fancy silks.

Price $1.00 each

The "Conduit" Tie

Made from all Silk firm but soft texture. In a good selection of up-to-date patterns. A tie with a good appearance.

$2.00 each

The "West End" Open End Tie

Beautiful quality silks are used in this smart style tie. Unusual designs and color combinations of fancy designs and stripe effects.

Price $1.00 each

YOUR SPRING MODEL

The "Ashworth" Hat

A smart shape, light weight felt, and most comfortable fitting, in a nice shade of Grey, with Black or Green ribbons. A really smart hat at a popular price.

Price $5.75 each

The "Linney" Hat

A genuine English velour with a specially soft finish, lined shot silk. We stock this hat in the newest and most pleasing shades of Grey, Brown and Black.

Price $8.75 each

SHIRTS

The largest and most complete collecion of designs ever had by us

The "OLYMPIC" Shirt

In a plain coloured Crepe material with soft double cuffs.

Price $2.50 each

The "LONDON" Shirt

Made of a soft matt material with a small neat stripe. White grounds with coloured stripes of Green, Pink, Blue and Mauve. Soft double cuffs.

Price $2.00 each

The "NEWLAND" Shirt

Made from best quality French Zephyr, white grounds with small stripes of Mauve, Blue, Green, Black. Fitted with single cuffs, to button, or can be worn with links.

Price $3.00 each

The "MARGATE" Shirt

In a strong cotton material, light coloured grounds, with well assorted stripe designs, fitted with stiff cuffs. A splendid hard-wearing shirt at a now price.

Price $1.00 each

FOR TENNIS DAYS

THE "LINCOLN" COAT SWEATER

Heavy quality, made from pure wool, in Grey only, with two pockets and pearl buttons. Good elastic knit. Price $8.00 each

THE "MARLOW" COAT SWEATER

Plain White, heavy quality, very elastic knit, two pockets. A splendid garment for the coldest weather. Price $9.00 each

THE "PREMIER" COAT SWEATER

In a medium weight soft wool, with two pockets. A good durable garment, in plain White, Grey. Price $7.50 each

THE "BREAMAR" COAT SWEATER

Close elastic knit, medium weight, White pearl buttons Colours include: Grey, Brown, Fawn and Lovats. Perfect fitting and comfortable to wear. Price $12.50 each

MEN'S COAT SWEATER

YOUR WOOL SWEATER

THE "WAYLOO" SWEATER

The Finest Sweater Procurable at the Price. A garment made from soft finished wool, which is shrunk before being made up, doing away with a bad fitting garment on returning from the laundry. Made with roll collar nice and snug around neck. You cannot realise the value obtainable in this sweater until you have worn one. Price $3.00 each

"PRINCE" SWEATER

Made with patent slotted collar protector front. In a medium weight pure White wool. A good durable garment which will keeps its shape. Price $6.00 each

THE "DUKE" SWEATER

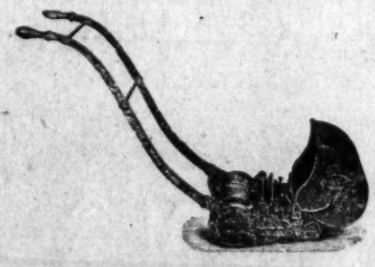
Made from pure unshrinkable wool, with a specially soft finish, good the new improved collar. Price $5.50 each

SWEATER WITH POLO COLLAR & PROTECTOR FRONT

Show Days—Every Day During Easter—In Our Men's Wear Department

NOW IS THE TIME TO TRIM UP THE TENNIS LAWN:

AND—HERE ARE THE WHITEAWAY VALUES IN MOWERS



HERE'S VALUE

The Caldwell Lawn Mower has 6 steel blades and roller. There are over a million in use today and in service they will last you a life time.

Size	18" blades	20" blades
Price....	*$80.00* and	*$85.00*

Sent complete with grass box

Its Easter Time

And now is the time to dig in. You want good tools, the kind that give honest service—well call here and see our stock and remember

AT WHITEAWAY'S PRICES—LOWEST ALWAYS

THE FAMOUS RANSOME

Best by Every Test.

This famous Ransome "Anglo Paris" style mower with 6 heavy steel blades, every part guaranteed. The best lawn mower in the world

Size 16" blades	Size 18" blades
Price.....*$59.50*	Price.....*$72.50*

Complete with the grass box.

THE BIG VALUE

The New Competitor Lawn Mower, four cutting blades of best quality steel, strong and reliable in every respect.

Sizes	14" blade
Price -	*$19.50*
	16" blade
,, -	*$24.50*

Sold you complete with the grass box

For The Home Gardener

The Sheffield Set. "The reliable kind"

A well made Sheffield steel set of four pieces as sketch above. Supplied at

$4.50 — $7.00 — $8.00 the set.

TO TRANSPLANT

You must have a reliable Trowel—Here you have a good Sheffield steel one, extra strong, wood handle, 13 inches long

Our Price **75** cts. each

GARDEN FORKS

This is an exceptionally fine value these days, Sheffield steel, very large and very strong.

OUR PRICE

$2.75

EACH

Your Grass Shears

Try these. Made from Sheffield Steel, best tempered blades. Length 12 inches

Our Price **$1.50** each

GARDEN SPADES

Balanced right for good hard work. Sheffield made large size, polished handles

OUR PRICE

$2.75

EACH

FOR WEEDING

We stock a good useful garden Weed Fork, Sheffield Steel, strong wood handle, Length 13 inches

Our Price **$1.00** each

SPECIAL SHOW OF MOWERS AND GARDEN TOOLS—FIRST FLOOR

At your service . . . Always . . . — **WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI** — *The Busy Store on . The Busy Corner.*

Easter Fashions Are Shown In Great Profusion In Shanghai Shops

It used to be a certainty that Dame Fashion hated a fat or even a passingly plump woman, but after a survey of the new styles now on display it must be admitted that this most changeable dame has "had a heart" and now admits not only the right of embonpoint to exist, but also to look well dressed. At any rate, the woman who is not grateful for the good things that Shanghai's millinery and women's wear shops are ready to shower upon her this season is truly unworthy of her good fortune. Whether she is the svelte sloping shouldered type that some bygone artists have glorified as womanly perfection and poise, or whether poise with her is mostly averdupois, she may be thankful, for this season's styles will suit her no matter in which class she may be.

Not only the form of the gown, the brim of the hat and the set of the shoe, are of variety that should meet every idea of trimness, but the fabrics and materials, trimmings and accessories are in such profusion of colors, patterns, shades and tones that even the most critical and hard to please, not to say finical, can please herself in Shanghai's shops.

To be sure their is a shortage of woolen goods, but summer is coming when only the sheerest fabrics will be needed, and who in this dread era of war would demand materials that form the first requisite of comfort for the men in the trenches for purposes of mere personal decoration. Also the high boot has gone the way of its predecessors and the cry for economy in leather has brought the pump again to the fore. Perhaps this is merely seasonable, but coming with a tendency toward longer vamps it may be that the ankle is coming into its own again.

One feature of Shanghai's fashion shops that is noteworthy is the general high quality of the offerings. Taste in this community is decidedly against the shoddy and the young woman who has to think twice before adding a blouse or a hat to her wardrobe, may confine her cogitations to matters of appearance, since the materials are all of the finest and she cannot go wrong as to excellence in quality. With it all, prices are not so high when one considers the difficulties both in the manufacturing and obtaining the raw materials to fabricate, and certainly the artistic talent of the designers has not shown any falling off in adapting, or the dyers and weavers in furnishing the groundwork of the grown, hat, lingerie and shoe which the smartly dressed woman demands.

WEEKS & COMPANY

Fashions for Spring and Summer wear are being shown in endless profusion at Messrs. Weeks and Company's Nanking road establishment where new consignments are constantly arriving to add variety to the stock and swell the quantity which is being offered to the discerning women of Shanghai. From ground floor to top story the shop is stocked with countless novelties of the latest manufacture and throngs of delighted early Easter shoppers are making early selections.

In the dress goods, cotton voiles are shown in large variety, both in the popular stripes to which this fabric lends itself so gracefully and in many patterns combining new and pleasing combinations of both color and design. Silk taffetas are another Spring wear item and include solid colors in saxe, blue, mauve, emerald green, gray, fawn, black and gray stripes, but why prolong the list. Sponge cloths in white, pink, biscuit, cream, fawn and various shades of blue are noteworthy.

A new shipment of white Viyella in the single and double T qualities with washing silks and some most attractive dress patterns in checks of several sizes round out the new stock to satisfy every taste.

Feather boas with white tips rising from a black background are a decided novelty while the stock of veilings embroidered with gold and silver thread in floral and other patterns are some of the new adjuncts that are finding favor for street wear while the large line of silk jerseys in a variety of shades with silk scarves of color combinations, that set off the jerseys remarkably, will attract the woman who wants to look her best on the golf course.

Embroidered organdy collars and ribbons with floral borders for beltings or trimmings that lend an added touch of smartness to spring and summer gowns are given a prominent place in the display, while the stock of embroidery edgings and beadings for lingerie presents many chaste and pretty designs. A new line of Burberry cloth for raincoats should draw many purchasers during this season of changeable weather. Another important item in this section of the stock are the waterproof gabardines in many shades and styles.

In the children's department are some pretty pique coats in white and colors and many of the attractive matinee coats with the short jacket effect.

The Weeks and Company stock is so complete in every department of women's wear that it is difficult to single out items for especial commendation, yet the stockings, in silk and other materials, merit an added word. Black and white are most in evidence although colors for evening wear are not lacking.

LANE, CRAWFORD & CO.

What to wear is the ever perplexing question in the mind of womankind and Messrs. Lane and Crawford have taken the best way of aiding their Shanghai patrons to solve it by showing every possibility of goods for women's adornment and use in a variety that will afford material for gowns to suit every occasion and all the many dainty accessories that give the finishing touches to the well dressed woman's attire.

It is hard to single out any particular line when all are so attractive, but to make a start, the Swiss voile embroideries for evening gowns are handsomeness itself with their scalloped and hemstitched edges in many patterns including a rose point effect that should make up in stunning style. This material is also available for the underskirts as well. The new ninons and silk nets in white and colors are found in tones that will give some striking combinations, while gold and silver laces are available in wide variety for adding a touch of richness to even the plainest material. In Spring suitings there are a number of pleasing patterns, including the popular checks and plain colors.

In blouses there are muslin and cotton voile with hemstitched, tucked and plain effects, but all of dainty design. Piques in fancy colored stripes and plain white divide the honors with Luviska, a new patent English cloth that should have great vogue for sports coats and dresses. This is in fast colors that wash spendidly. Another popular material is the Tootal shirting and the Tobralco cloth for children's frocks and wash dresses which comes in colors and stripes and is guaranteed fast.

Some noted designer has stated that fashions revert at least twelve years every change of style, but the millinery stock of Messrs. Lane and Crawford has some styles that go way back to the poke bonnet of grandmother's day. Not exactly that hideous affair that harmonised with the straight hair of her time and taste, but with a Twentieth Century smartness that is made possible by the fabrics that are now used and the deft touch of the modern milliner. Crowns come high and Dolly Varden shapes are popular. Although a reminiscence of last year's halo brims is seen in some beautiful pattern hats, yet it is not with such sheer material. Children's Panama hats for girls up to ten years are daintily trimmed in white, while there are new sailor hats for both the boy and girl kiddies.

Stockings are shown in black, white and brown in the Kayser, Phoenix and Trousseau lines, the silk hose being for the most part white, black, sky and pink. The new line of ribbons includes some attractive corded silks for belts and hat trimmings and the silver and gold sheen cloths so popular for under slips for evening gowns is now shown in ribbons also. Corsets in shapes to suit every taste and fit every figure are new arrivals in the popular J. B. and American lady makes.

'V' MODES

One of the most attractive showings of Spring and Summer fashions is that of Arthur and Bond "V" Modes on the third floor of No. 20 Nanking Road, where are displayed a bewildering assortment of latest fabrics and modes, all fresh and just from the makers hands, since this shop has been open only since October.

The showing of blouses is especially complete and includes many attractive designs in georgette, crepe de chine, voile and net. The styles range from the simplest to those more ornate so that they are suitable for morning or afternoon wear and will please every taste. Golf shirts are shown in crepe and silk with many varieties in colored and plain fabrics. To be worn with these there is an attractive line of sweaters in the latest combination of colorings.

Frocks for evening and afternoon wear, the product of skilled designers working in the newest of this season's wide range of materials, range from the dainty net and voile one-piece frocks to the elaborate creations with embroidery of metallic tones, including some hand painted flowered fabrics with delicate embroidered touches of chenille. The line of evening coats and scarves is noteworthy for its extent and beauty of material. Soft sweeping lines and graceful flowing effects set on them the hall mark of the artistic designer.

In the lingerie department are offered a large assortment of undergarments in crepe, linen and muslin for the most part embroidered in tasteful designs sure to delight the eye of the woman of discrimination, and all at prices within the compass of the average purse. The line of negligees, dressing jackets and boudoir caps is stunning and calculated to add a decided charm to the early morning hours of matron or miss. Children's and babies' fashions also were considered in making up the shop's stock and many dainty little dresses for the kiddies are on display. For the most part these are simple but some are suitable for the dressed up occasions which come often in child life. For the baby, complete outfits are shown from undergarments of quaintly embroidered flannels to embroidered dresses. In fact, every article needed by the little stranger from its debut into this world to its graduation into short clothes. Some most attractive items are the bonnets, embroidered pram covers and the almost infinitesimal shoes in delicate pinks and blues.

In the accessories to woman's cos-

(Continued on Page 5)

LANE, CRAWFORD & CO., LTD.
Furnishing Dept.

Just Arrived

NEW HIGH CLASS CRETONNES
AND
SHADOW TISSUES
Exclusive Designs and Colourings
ALSO
Coloured Madras Muslins
In Various Shades
Art Linens, All Colours

TELEPHONE 960 CENTRAL
LANE, CRAWFORD & CO., LTD.

Arthur & Bond & "V" Modes
20 Nanking Road
(3rd Floor)

SPRING FASHIONS
for Indoor and Outdoor Wear
emphasizing the simplicity and becomingness for which the styles of this house are so well known

GOWNS—SUITS
WRAPS—COATS
LINGERIE
MILLINERY
CHILDREN'S FROCKS
BABY CLOTHES

COLUMBIA
GRAFONOLAS
AND
RECORDS

ROBINSONS

FEEL WELCOME IN
OUR STORE

Step in some day and let us show you a Columbia Grafonola.

You will be allowed to play as many records of your own selection as you wish, on different Columbia Grafonola models. You may feel free to ask as many questions about Grafonolas as you wish—the more you ask, the better we shall like it.

You are to be the judge and jury. We shall be glad to send a Columbia Grafonola to your home on trial.

Compare the Columbia Grafonola with any other machine in the world. In direct comparison it always appears at its best. A Columbia Grafonola may be bought on convenient terms.

THE ROBINSON PIANO CO., LTD.

Easter Fashions Are Shown In Great Profusion In Shanghai Shops

(Continued from Page 4)

tume are a line of bags, handsome beaded ones and knitting bags which should add an increased utility to the prosaic socks and mufflers they normally contain. Women's hats in many fetching shapes and color schemes are also on display in a variety of exclusive styles whose grace and beauty should render the wearer immune from the unoriginal soul who's desire in dress is to look just like her more artistic neighbor.

Not only does this shop specialise in original creations, but it will make to order any garment according to the purchaser's ideas, the details being minutely carried out by skilled workmen. A wide variety of sample fabrics is shown from which selections may be made and practically any demand of the most critical woman can be met on short notice.

"V" Modes also carries a large line of men's shirtings of the newest Spring patterns and men who place orders here for them may rest assured that every detail of workmanship will be carried out in satisfactory manner. Men's socks in plain and fancy silks, ties of every pattern in a great variety of colors, kimonos and other requisites for men's wear also are shown.

WHITEAWAY, LAIDLAW & CO.

When in doubt where to look for any of the latest fabrics or dress accessories that make up the Spring and Summer outfit, go to Whiteaway's and, say the heads of departments, there will be no doubt next time. An inspection of the stock carried in the various departments that cater to women show many evidences of efforts toward that completeness which embraces endless variety.

To make a beginning somewhere, take the dressgoods for example with the stacks of bolts of figured voiles and shimmer voiles in plain colors which make up so attractively and bring out that beauty of line which characterises this new season's garments. Here also are some novelties, a cotton serge known as Cepea and new designs in the wide range of the Tobralco cloths. Linens of the best mills divide the honors with linenes, the artificial linen that wears so well and makes up with a trimness that the genuine fibre weaves scarcely surpass. These are shown in many plain colors.

In the fancy department are voile flounces in 18, 24, and 27 inch widths all beautifully embroidered. In the shadow laces a bewildering assortment is shown in all widths, while the plain bretonne nets are stocked in a great quantity of new goods just received by post. In ribbons the whole of the new stock has been received and some mighty pretty plain and fancy lingerie ribbons are shown at most attractive prices for 18 yard rolls.

In the large line of new hosiery for women just received are the new "Leatherwear," whose price and durability are in inverse ratio, the famous "Countess" silk stockings with lisle tops and feet in 19 shades and the "Kayser" all silk in black, white, pink and sky blue. Lissue handkerchiefs in plain white and with the fashionable colored borders are shown in large variety. A handsome stock of the modish black silk bags also is on display.

The shoe department has now on display a full line of the new shapes of the Wichert and Regal factories, some noteworthy examples being the white Arabian cloth topped and gray kid boots; also pumps in quite an assortment of shapes and materials. A special showing is being made of this stock of handsome footwear which is priced on most reasonable terms considering the world's shortage of leather. In fact a special appeal is made with the new "Neolin" soles to those who wish to aid in the great leather conservation movement now on in all the Allied countries.

A large shipment of American cotton undervests for Spring wear is now on display. It has a preponderance of the popular "E" cut so sought after because of its comfortable feature of not slipping down over the shoulders. Art silk sports coats of large variety of colors are stocked and some handsome oiled silk raincoats that will save many a handsome frock from the seasons suddenest downpour.

Whiteaways also are making a specialty this year of Easter gift goods and have an attractive line of articles suitable for matron and maid and even the small kiddies, boy or girl, can be made happy with a present on this day of religious rejoicing. Space is lacking to enumerate them. In men's fashions a special showing is made of colored shirts in the popular pin stripes; also a profusion of men's neckwear in stripes of regimental colors and many other new designs.

LA VOGUE

Such a profusion of beautiful things for women's wear as La Vogue, 46 Nanking Road, is showing ought to make them glad that Eve ate that celebrated apple, for none need go hungry for clothes—considered either as a mere covering and protection from the weather—nor starve their artistic tastes in dress when they have so varied and complete a stock to select from as the three floors of this establishment contain.

For the immediate needs of the season, there are dresses in French taffetas and soft taffetas, in beautifully made cream serges and many other coatings of the latest shapes. Some are of the long tunic effect and others are one piece dresses of light texture suitable for the present season. Afternoon gowns in dainty fabrics whose folds fall in graceful effect and the popular georgette creations are shown in profusion of mode and shade, the shell pink, pale yellow and beryl blue tones predominating.

Matrons will find an assortment of black net gowns made over silver and gold that will reconcile them to their abandonment of the lighter tones. Some of these are unrelieved save for the sheen of the under slips, while others are brightened with dainty floral trimmings of ribbon and appliques of silk flower effects.

Some beautiful evening gowns are made of crepes from Paris in which the dyers art has reached a perfection that shows no hampering effect of shortage of colors, among the more delicate shades being a pale lemon which bids fair to be one of the season's most popular tones. Others are designed to meet the approval of those whose taste and style of beauty demand more striking effects, and La Vogue has gowns aplenty along dashing lines as well as those of more conservative design.

Washable and tub dresses are shown in many dainty effects and a number of fabrics to be made up as the taste of the buyer dictates. Embroideries and laces suitable for trimming not only these simple gowns, but for more elaborate effects are stocked in large assortment. Coats and skirts in the fashionable mushroom shade are shown as are tafetta coats and skirts in black and many shades.

In hats, La Vogue has many of the fine moss straws, with shapes covering a wide variety that are wonderfully becoming, including a large assortment of the white sailor effect. A new consignment of flowers for trimming has arrived and presents all the latest designs and colorings. Judging from an inspection of the new shapes, considerable latitude is being given in the crowning touch to feminine costume and she must indeed be hard to please who cannot find a becoming one in this stock.

WALKOVER SHOE STORE

If the War should effect changes of as great magnitude in every department of women's attire as it has in shoes what a strange toute ensemble the shopping throngs on Shanghai's streets would make. For example, the Walkover Shoe Store in Nanking Road but a few months ago was showing mainly high boots in leather and combinations of colors. Now that the new stock of Spring footwear has come in, the boots are found to have not over 9 inch tops and where last year, everything was fancy, such a riot of fancy, too, the new ones are quite subdued. The nine inch top is according to the United States law, but that does not account for the sudden change from high boots to pumps, which will be one of the most popular forms of foot gear this spring. Some boots are still being shown in light colors and greys, but pumps and stockings will be more in evidence.

The prevailing style in women's shoes will be those of longer vamps and the pointed toe that began to be noticeable last year will be greatly accentuated. This is especially so as regards footwear for dress occasions and the prevailing material will be black patent leather and kid in browns and blacks, the blacks predominating. Altogether the changes are to be welcomed for even with the assistance of deft fingered house servants, the lacing of the high boot of last season was a great consumer of time. Now with the pump and lower topped boot in vogue, change of shoes will be a matter of a moment or two. Taken all in all the tone of the season's shoes is decidedly sensible.

This feature also is apparent in men's shoes which are decidedly along service shapes that closely resemble those being worn by the American troops in the trenches. They are broad of toe and strictly along Army lines. Browns decidedly predominate with medium and dark shades in greater profusion. Dress shoes also are along less ornate lines than was the case last year when the colored tops were so favored by men of discrimination in their attire.

With these innovations in footwear, which after all is at the basis of feminine smartness, it would be a wise move for the modish woman to look to the shoes before committing herself on the frock lest lack of harmony later arise. While word has come from fashion centers that dress lengths are to reach within nine inches of the ground—strange how a woman with a neatly turned ankle can set at naught such dictates—it would seem that the pump and the stocking will be quite sufficiently in evidence to make them the considerable items in Spring attire.

TECLA

Dazzling indeed is the display of Tecla pearls and other precious stones which Mr. T. Ball is showing in Suite A, Astor House where he has opened a salesroom for some of the most artistic jewelry ever seen in Shanghai. While the Tecla pearls are perhaps the principal items of the stock, yet the showing of diamonds, sapphires, rubies and emeralds, most of them mounted in platinum with that perfection of taste which only the French jewelers have attained, makes even a casual inspection of the show cases a delight to those interested in modern mountings for precious stones.

These Tecla pearls are marvels in their way, being reconstructed gems, the raw materials for which are real pearls and it is noteworthy that the Tecla ones are more beautiful than the iridiscent orbs direct from the bivalve. They are of every shade from purest white to soft creamy color and will harmonise with every tone of complexion. Some of the designs are really remarkable, one being a collar two inches broad having several rows of perfectly matched pearls with a center ornament of diamonds exquisitely set in a delicate tracery of platinum from the center of which swings a pear shaped pearl.

Not only women will be interested in this show of jewelry, but many articles in the stock are for men's wear and include cuff links ranging from simple chased platimum with an inconspicuous gem, to veritable creations in diamonds and rubies, sapphires or emeralds, a variety to meet the taste of the most fastidious. Scarf pins and shirt studs in many designs, no two of which are alike and all of them most artistic, make up the stock for masculine inspection.

Blue white Brazilian diamands ranging from a thirty stone necklace, down to those of half a carat are shown, including some pure white stones of wonderful fire and brilliancy. Especially beautiful are the lavalierres and pendants in which the art of the French designer is given opportunity for fullest scope. All of the pieces are marvelously finely wrought ornaments and the beauty of the dominant sapphire, emerald or ruby is enhanced by its surrounding of brilliants, nothing but the finest diamonds being used in the Tecla designs.

Not all the pieces in this collection are for those of plethoric purse, but there are many dainty ornaments within reach of buyers of moderate means, and not only the taste of the purchaser but his pocketbook resources have been considered in the original selection made from the Tecla stocks in Paris. The remarkable feature of the display is its great variety in view of the fact that every piece is the only one of its kind in the world, the Tecla jewelers being artists who work out their ideas constantly and not mere copyists and even the cheapest pieces have artistic as well as intrinsic value.

SQUIRES & BINGHAM

Festive seasons such as Easter naturally bring gifts to mind and that leads the discriminating buyer who wants something out of the ancient and well worn rut to try the Squires and Bingham gift shop at 19 Nanking Road, where practically every article in the large stock is a novelty and the variety is such that one need not have any fixed idea before entering the shop, as plenty of suggestions as to appropriate gifts will be gained by even a casual glance about the shelves and showcases.

Pretty dresses for children in colors and white, both embroidered and plain, are items that will please the mothers, while the large stock of Manila and Chinese embroidered waist patterns and Manila hats with a great sufficiency of Spring or Summer attire. Silk sweaters, boudoir caps and negliges and dainty baby garments also are on display.

Among the novelties are place cards, hand painted in design, to be used on special occasions with special new ones for Easter, are among the gift articles, while a set of the new linen tea cloths embroidered in the old time sampler stitch will please the discriminating hostess. Some artistic hand enamled glassware is a handsome novelty, while in the china department are many hand decorated pottery—some of the pieces have taken prizes at ceramic exhibitions. Jewelry novelties in pleasing designs are shown, while the stock of embroidered handkerchiefs in the finest of linen is exceedingly well selected.

MAISON DE MODES

(Proprietress Madame Linoff)

3A and 4A, Broadway

have pleasure in announcing a Special Display of *HATS, MODELS, SILKS* and *SUITINGS* for *SPRING WEAR.* All these goods are recent arrivals and represent exceptional taste and value.

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If you're going up-country take along a

KODAK

The little pictures you can make so easily will interest you and your friends

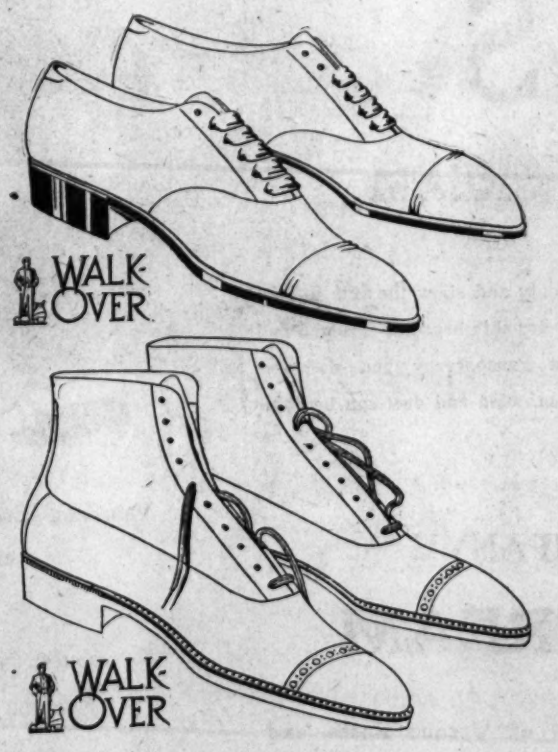
Kodaks For Everyone—Films For Every Kodak

A. S. WATSON & CO.

16, Nanking Road

Fashionable Footwear That Fits

WALK-OVER SHOES



FOR EASTER

Give your feet a show. Let people see where you stand in the matter of good dress. Get right up to the minute in shoe styles, and bring down the approval of the observing.

WALK-OVERS

They are the last words in shoe values. Like all thoroughbreds they come from good stock and like good friends they wear well. With Forty-four years of shoemaking experience behind them they could hardly be otherwise.

PRICES

$11.00 TO $25.00

Try Our Mail Order Service

Send For Our Catalogue

WALK-OVER SHOE STORE

"The House of Service"

17 NANKING ROAD

Blouses Are Still Of Prime Importance ◎ New American Designs

New York, Feb. 10.—So long as suits and separate skirts are worn and the separate skirt has apparently taken on a new and vigorous lease of life, so long will blouses be garments of first importance in many women's minds.

Paris has sent a host of charming blouse models, and as usual leads all in the line of hand made lingerie affairs, which are as enticing as ever in the matter of design, though the workmanship, owing to war conditions, is by no means what it once was.

In some lines, the American designers have gone over the top with flying colors, for there is no lack of beautiful blouses. They are of every type and of every material that the mind of woman can conceive. There are Georgette blouses of every phase of delicate frivolity, there are tailored blouses in every grade of severe smartness; there are diaphanous net and lace blouses and there are wash blouses of every degree of practicability.

The name of the tailored blouse is legion for materials of every grade from net and Georgette to heavy silk. Jersey is used in its upbuilding. Tucked net and Georgette blouses, the latter often with wash satin accessories, count among the tubable blouses, and Georgette is often combined with linen or gingham, striped, checked or spotted.

There are excellent tailored blouses in cotton voile and handkerchief linen, but heavy crepe de chine, wash satin, habutai and men's wear crepe with the satin striped tub silks and checked silk ginghams comprise the most favored materials for the washable strictly tailored shirt.

Purple and white striped tub silk goes to the making of both high and low necked tailored shirts of an unimpeachable smartness. In the high necked model a stock and tab cravat and folded cuffs of white pique provide the finishing touch while with the low necked model broad box plaited white organdy collars and cuffs fulfil this function.

One of the most knowing tailored blouses shown for many a long day sports a veritable tucked dickey with its tucked high collar and turn back cuffs. This shirt is of men's wear white crepe, and the broad bosom of overlapping fine tucks has a row of pearl buttons down its center, while the straight high collar is finished with a narrow black string tie.

This is a beautiful blouse, but no more so than one of castor Georgette with bandings and hanging buttons of dull blue heads.

A pink Georgette blouse is trimmed with bands of satin in which a design has been perforated so that the Georgette shows through. An embroidery stitch applies this design to the material.

A blouse of flesh Georgette with organdy, one of lavender Georgette with lace and one of striped crepe with linen collar and cuffs.

Diagonal tucking is used to decorate the front of another severe white silk blouse, and narrow plaited frills sometimes relieve the severity of front plait and turnover collars and cuffs.

Navy blue and white striped high turnover collar and deep cuffs are applied to a white shantung blouse, and tailored blouses in dark and brilliant shades of uncrushable linen are produced with checked collars and cuffs.

Italian silk blouses in bright colors and white are bound with silk braid, and silk jersey and tricolette are fabricated into expensive sports blouses of the smartest description.

As yet there are no especially interesting examples of the chemise blouse on exhibition, but many of the new blouses show an over the skirt arrangement of some sort, either in the front or back or both. It may be a bib shaped front section or a hanging back panel or a waistcoat effect.

Many of the blouses of thin material have large revers, held in place narrowly at the shoulders and falling softly nearly to the waist line in front, and in a general way it may be said that if a blouse is not strictly tailored it is softly fluffy in a slim, narrow shouldered fashion.

Valenciennes lace is much used to edge fluted or plaited frills and for narrow insertions between groups of tucks, and filet is still playing an important though subdued role in blouse decoration.

An exquisite violet Georgette blouse has its long revers and wide colar finished with a narrow pointed filet lace edging, the points running into the material and the straight edge softened by a tiny frilled thread lace footing.

But when one begins to speak of Georgette blouses the mind is lost in a maze of enchanting visions and it is difficult to know where to begin. Nothing could be lovelier in its perfect simplicity than the tucked flesh Georgette blouse shown in the sketch, its square neck finished with white organdy collars, which are edged with wee fluted frills.

A more formal blouse is in biscuit Georgette with its bib shaped front section which falls below the waist spotted with biscuit beads at intervals. On this background is set a bold design in navy blue beads and a band of the biscuit beading outlines the square neck and collar.

Another tucked blouse of biscuit Georgette presents a high collar buttoned at one side and three graduated jabot frills edged with valenciennes. These same valenciennes frills are applied to the sleeve from elbow to wrist, where it is fastened closely with a button.

An enticing little printed chiffon blouse in white and cherry red has its three plaited jabot frills and collar edged narrowly with red. Blouses of handkerchief linen, of batiste and other cotton fabrics will have to wait for their own story.

Questions And Answers

Is it necessary for an American soldier or a sailor to take out Governmest insurance in order to receive disability compensation?

ARMA.

No. The life insurance offered by the Government to soldiers and sailors is optional and must be taken out within 120 days of entering the service. But under the conditions specified in the act of October 6, 1917, the Government binds itself to pay disability and death compensations and family allowances.

What relation does the Monroe Doctrine bear to international laws? Has the Monroe Doctrine been officially recognised by foreign countries as being justified? And has the protection of international law been accorded to it? T. F. S.

By no means. The Monroe Doctrine is not a part of international law, but is simply a policy of the United States in respect of external affairs. The Monroe Doctrine has not been formally and openly recognised in any treaties or agreements with European Powers, but has been practically recognised and acquiesced in by several nations—as by Great Britain in the Venezuelan boundary dispute of 1895 and by France with regard to French support of Maximilian's Mexican empire.

We are not aware that other countries have recognised the policy of America as "justified." In so far as it has authority in international law, "it rests upon the principle of the right of a sovereign state to protect its own interests from dangerous aggression." But it has no other sanction in the law of nations and, indeed, no other authority than our assertion and precedents of its exercise.

The protection of international law has never been thrown about it; the only protection of the Monroe Doctrine at present lies in our own army and navy, the influences that we and other American republics can bring to bear to enforce it and the moral virtue that may reside in the doctrine itself or in some specific application.

LIBRARY FOR EVERY SCHOOL

How To Develop Reading Among Pupils And Older Persons

In the past we have thought relatively too much about teaching people how to read and not enough about getting them to read after they learn how.

To develop "the reading habit" in each pupil should be one of the chief aims of every teacher, says the *Progressive Farmer*. Train any child so he likes to read, so he is a real book lover, and he will educate himself if he never goes to school another day. Moreover, if a school has a good library it should aid greatly in educating the older people whose school-days are over, but whose learning days should never be over. The saying of old Thomas Carlyle, "The true university of these days is a collection of books," cannot be too often repeated.

The Wonders Of Cookery

A new pupil in the cooking school sat at the instructor's desk copying recipes from cards, says the Youth's *Companion*. She wrote busily for some time and then approached a fellow student and asked wonderingly:

"Do we have to have all these things to make fruit punch?"

Her card read:

"Fruit Punch—Two pounds powder-sugar, 12 lemons, nutmegs, paprika, tarragon vinegar, 2 heads of lettuce, raisins, buttermilk."

It appeared that she had copied the teacher's grocery memorandum for the next day.

SILK

We have received a large shipment of Ladies' Silk Hosiery, Prices **$1.75** to **$9.00,** Black, White and a good assortment of colors. We also have a nice selection of fancy embroidered hose.

Walk-Over Shoe Store

"The House of Service"

17 NANKING ROAD

HOSIERY

Revitalize Your Complexion

USE POND'S

VANISHING CREAM AND COLD CREAM

WHAT ONE APPLICATION WILL DO

Apply Vanishing Cream gently, *without massaging*. Put on plenty and allow the skin to take it up completely. You will be surprised at the result. Tight, dry skin becomes softened and smoothed. Rough skin is banished. Coarsened skin takes on a transparency and delicacy. This shows that a skin which has suffered from exposure to sun, wind and dust can be completely made over by

Vanishing Cream gives your skin an exquisite finish

On request, your druggist will gladly give you samples, as below.

POND'S EXTRACT COMPANY'S

VANISHING CREAM

Notice its ready absorption, its delightful perfume of Jacque Roses, and particularly, the effect of just one application.

POND'S EXTRACT FOR BURNS, BRUISES, CUTS

Pond's Extract has been used for 60 years for every day injuries. Most of us can remember when having it available has saved hours of suffering. Get a bottle today. You will be surprised how frequently you will use it.

Sold Everywhere

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

Your Easter Clothes—See the Spring Show at Whiteaways

SPRING GOWNS

Here are some of our early arrivals.

Darley Checks

Three dainty ever popular Black and White Checks, Broken, small, clear and large. A smart spring material. Width 50 inch. Price **$2.75** per yard

Loughmore Unions

A novelty range of fine union dress linens in the leading shades of the season. Helio, Saxe, Pink, Sky, White etc., etc.
Width 40 inch. Price **95 cts.** yard

The Radcliffe Linene

A new material of the casement cloth style, hangs gracefully, washes beautifully. Pink, Sky, Saxe, Helio, Brown, etc., etc.
Width 36 inch. Price **75 cts.** yard

COUNTESS SILK HOSE

Lisle Tops and feet. Helio, Cerise, Tangerine, Emerald, Navy, Parma Violet, Electric, Sky, Pink, Tinsel Gold, Old Rose, Bronze, Nigger Brown, Champagne, White, Black, Saxe, Pink and Blue.
Price **$2.50** pair

KEYSER SILK HOSE

Black, White, Pink and Sky. The Leading Stocking of America.
Price **$3.50** pair

SPRING MUSLINS

Arrivals just to hand for Easter.

Meadow Lawns

Just a lovely range of those delightfully soft clinging lawns which were such a huge success last season. And the designs are extremely dainty. 3000 yards in stock; light colors. Width 27 inch. Price **35 cts.** yard

Fuji Crepes

A new product of the Manchester mills. Seasonable shades with pretty design make this a success. Mauve, White, Cream, Black, Sky, Pink.
Width 40 inch. Price **$1.25** yard

"Cepea" Serge

Will be the success of 1918; featured as the special feature in the season's fashion books. A large choice of patterns.
Width 27 inch. Price **75 cts.** yard

The Wichert Boot

Ladies' White Canvas Lace Boot with Pump Sole, Covered Louis Heel and medium vamp. Stocked in all sizes and fittings.
Price **$14.00** pair

Shimmer Voiles Make Smart Dresses.

For graceful effects in draping economy in dress wear, "Shimmer Voiles" are just right and the colorings are correct. Sky, Pink, Helio, Grey, Navy, Brown, etc. Width 40 inches.
Price **$1.25** per yard.

TOBRALCO.

The great dress fabric. Behind this cloth goes the great Tootal Guarantee "Fast Colors." We have a number of dainty designs in spots, stripes, etc., also Plain shades.
Width 27 inches. Price **80** cts. yard.

Horley Mill Piques.

Famous for their stout wash resisting qualities. Make up smart and stylish and stocked in fine, medium or heavy cords. Width 27 inch.
Price **60** cts. **70** cts. **$1.00** per yard.

SUMMER VESTS

Ladies' Fine White Cotton Vests for Spring Wear. **65cts.**

Ladies E. Cut White Cotton Vests.

Won't slip over from the shoulders. Price **75 cts.**

Ladies' India Gauze Vests, Low Neck, no Sleeves.
Small **$1.00** Medium **$1.25**

Ladies' India Gauze Vests

Low neck, short sleeves
Price **$1.25**

Children's India Gauze Vests.

A very Special Value indeed. Can be had in low neck short sleeve or no sleeve.

Sizes	1	2	3	4	5	6	7	8
Price	75cts.	75cts.	80cts.	80cts.	85cts.	85cts.	85cts.	90cts.

The Regal Shoe

Tan Glace Lace Oxford medium weight sole, round toe. Also in a Tan Calf Blucher Oxford.
Price **$18.50** pair

The "Regal" Boot

Gent's Black Glace Kid Lace Boot, Light weight sole, Round Toe. Stocked in C. D. and E. fittings; also in a Blucher Oxford

Price **$18.50** pair

Spring Hosiery

Leather Wear Black Lisle 2 pair for **$1.00**

No. 130.

Ladies' Plain White Lisle Hose... **$1.00** pair

No. 160 E.

Ladies' Plain White Lisle Hose with directoire clox. 8½, 10 ins. **$1.50** pair
Ladies' White Lisle Hose with Lace clox, 9 & 10 inches .... **1.50** ,,
Ladies' White Lisle Hose with Lace clox: 9½ and 10 inches.. **1.35** ,,
Ladies' Tan Lace Ankle Lisle Hose All sizes.... **$1.35, 1.50** and **1.65** per pair
Ladies' Plain Tan Lisle ..... **$1.65** pair
Ladies' Plain Tan Lisle Hose with Cashmere feet ..... **1.50** ,,
Ladies' Plain Black Lisle Hose, All sizes ..... **$1.00, 1.25** ,,
Ladies' Black Lisle, Silk clox.... **1.50** ,,
,, ,, ,, Lace ,, ... **1.35** ,,
Ladies' Black Lisle, Lace Ankle .. **1.35** ,,

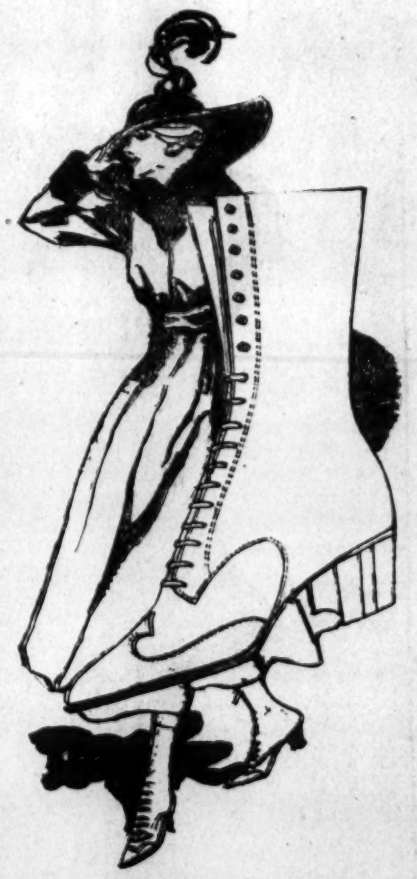
And Now—
The Easter Hat

Our Special First of the Season show will be made in the Millinery Department Tomorrow.

SPORTS COATS

We are showing a small but select parcel of Silk Sports Coats in the newest shapes, belted. Colors Navy, White, Nigger, Black and White, Saxe, and Rose.

Price **$20.00, $25.00** each



The "Wichert" Boot

Ladies' Tan Glace Kid Lace Boot, light weight sole, smart toe with new long Vamp and Louis heel. A dressy Easter Boot.

Price **$22.50** per pair

SPECIAL SHOW DAYS—EVERY DAY—EVERY DEPARTMENT THIS WEEK

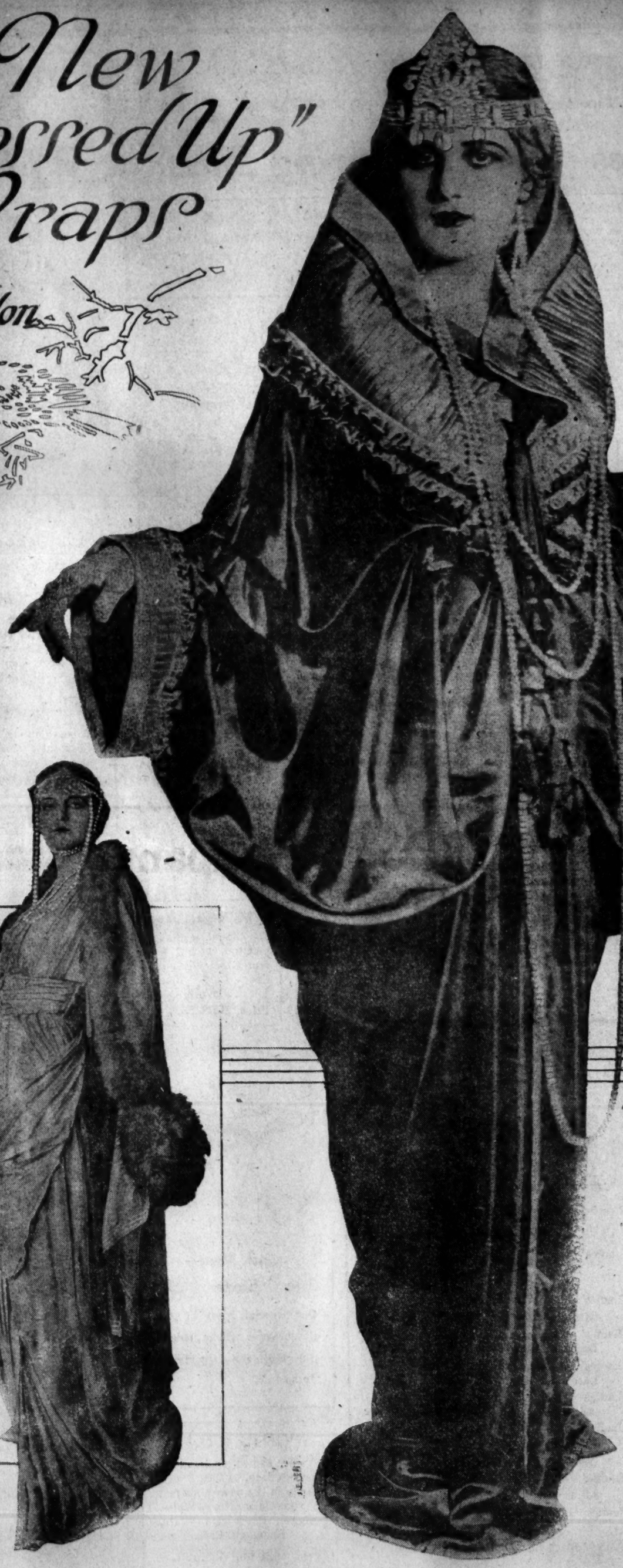
Entrances in Two Busy Streets
Nanking Road — Szechuen Road

WHITEAWAY, LAIDLAW & CO., LTD, SHANGHAI

Entrances in Two Busy Streets
Nanking Road — Szechuen Road

The New "Dressed Up" Wraps

By Lady Duff-Gordon



The High Lustre Silk Wrap Depends for Its Beauty in Part Upon the Fabric of Which It Is Built, in Part Upon the Undulations of Its Lines

The Susceptibility of Chiffon to Manipulation Into Decorative Wraps Is Again in Evidence

The Gorgeous New Designs That Furnish Contrast to the Sombre Background of War

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashins in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Smart Wrap for Afternoon Wear. It Is of Mirror Velvet, with Trimmings of Fox Fur

By Lady Duff-Gordon ("LUCILE")

THE straight, severe, half masculine coat for the morning in the city and for hikes at any hour in the country, but for the city of an afternoon the "dress-up" wrap. For the morning and for country wear simplicity and durability. For urban wear between the hours of 1 in the afternoon and three hours after midnight elaborateness and elegance in wraps. One o'clock is the Rubicon.

This page spreads for your admiration and adoption three formal and elaborate wraps. One is suitable for street or any afternoon wear. The others are designed for very formal afternoon functions or to cover evening attire.

The largest is a triumph in silk building. Than silk there is nothing more appropriate and beautiful for the veiling and protection of a gown. Velvet is lovely. Fur is sumptuous. But silk is both, and has the added attractiveness of lightness. The wrap here shown is of high lustre silk, that resembles satin. The beauty of the wrap is in the pliability of the material and in the undulation of its lines. The undulating lines would not be possible in heavier material. The arrangement of the silk at the throat is novel. The drapery is chic.

The smallest figure reveals the adaptability of chiffon for a a wrap that is purely ornamental. Chiffon, the most graceful of fabrics, is to the human form what ivy is to the oak. It beautifies it. It is a tender companion. But it cannot withstand rude winds nor harsh contacts.

The third figure is a lesson in the sartorial and decorative possibilities of velvet. The long coat is always smarter and more formal than the short one. This is one of the most successful models of the mid-Winter. It is at once graceful and stately.

Trimmings for wraps are various. The long silk wrap worn by the largest figure has a curiously constructed shoulder and neck wrapping of small folds known in the dress vernacular of several years ago as knife plaiting. A broad band of white mulle tops this. The same addition is made to the wide sleeves. Small, full ruffles of the mulle finish both sleeves and collar. Marabout is employed for the decorative edge of the chiffon wrap, and fur is the complement of the velvet coat.

First Spring Fashions At Palm Beach Are Colorful

Palm Beach, Fla., Feb. 7.—The Southern Spring goes cheerfully on at the same moment that the relentless Northern Winter is raging. One looks into shop windows on Fifth Avenue and wonders what manner of woman can wear the startling hues displayed there on sweater, gown, and hat. Then, when one actually does reach the shores of Palm Beach, where those fascinating clothes are gathered together, one knows the reason for all that rich display. Palm Beach demands color, for it gives color—sunlight in glorious abundance. Therefore, the frocks of the women visiting there must needs reflect of little of that glory.

Like all the rest of a war-stricken country, Palm Beach has caught the trend of the subdued note in dressing. Sport clothes of more or less accentuated types are more the order of the day than ever. But they are sport clothes highly developed and refined. Every superfluous element has been eliminated, and there is left simply line, plus material.

Costumes, in order to be the smartest possible, have each a white skirt, a colored waist of one sort or another, and a colored or black hat. The skirt, straight and tight, is of pique or silk or satin or serge. Then, if there is a white blouse, there is a woolen or a silk-knitted sweater of some deep but bright color, and a hat to match the sweater. If there be no sweater—the days are a little warm for this extra covering—a daintily made and colored blouse must be the accompaniment of the skirt of white.

There was seen on the walk along the lakeside a white gown of freshly laundered batiste, made with a pleated skirt. With this was worn a woolen knitted sweater in a colorful shade of dark blue, slightly mushroom, open-work straw hat with a fancy facing of white Georgette crepe stitched to the shape of the hat by means of long lines of blue wool. The crispness and lightness of that white gown against the deep tone of the blue was a beautiful contrast.

Another stunning suit rode by in a bicycle chair. It had a skirt of black and white lustre satin striped broadly in prependicular lines. There was a white handkerchief linen blouse and a black silk sweater with a lacquered Milan mushroom straw of dead black. These hats, by the way, both mushroom and with straight sailor brims and high crowns, will most certainly be the smart sport hats for the coming Summer. There is something very trimlooking about them, and while they suit the youthful lines of the ingenue to perfection they are also irresistible when worn by a snowy-haired woman dressed otherwise all in white.

This combination of white with a brilliant color is popular. When the skirt is white the sweater or blouse is of a gay pastel shade and the hat a note of solid black. This latter touch may be as small or as large as you please, but is must not on any account be disturbed by a foreign note of color or material. The only innovation that is at all permissible by the mandates of fashion is a white or a delicately tinted facing that harmonises with the scheme of the rest of the costume.

A blouse worn with a frock of this general character was made of pumpkin-colored organdy. Down the middle of its front there appeared the most perky sort of a white ruffle, cut in decidedly pointed points and pleated finely in addition. The hat was of the black sailor variety, with a simple grosgrain around its straight high crown, and an even brim about two inches in width.

There are some gingham dresses, and some more of gingham-patterned silk in delicately colored and unobtrusive designs. There are a few morning gowns of brightly colored linens, usually made with white organdy collars and cuffs, and there are, scattered among all the rest, tailored frocks of heavy white and colored pongees. But these latter are merly accents among the general profusion of white.

One scans the bathing suits upon the beach in search of a sensation, but, as a whole, they are not sensations at all. They are one piece, usually and made of all manner of materials to suit the individual preference.

A suit of gray jersey was seen, made in smock fashion hanging straight over a pair of closely fitting tights. It was stitched on the seams and edges, and it was embroidered prettily with medallions of peacock wool. Even the gray sash, wide and crushed, had ends of the wool all puffed and tasseled. There were rakish little green shoes to tip gray stockings, and a fascinating green rubber cap.

There was another bathing gown of white, heavy, crinkled crepe, made full, and pleated to suit the ultra slimness of its wearer. It was trimmed with patches of the same material in emerald green, and worn with a board-brimmed hat and shoes of this same tropical shade. Even this most startling of greens does not really look startling under a southern sun.

One of the smart shoes with which Palm Beach is crowded is doing the very Parisian trick of sending models about among the guests and pleasure seekers dressed in the most up-to-date and ultra-fashionable clothes. One of these good-looking young ladies sat upon the beach at bathing hour clad in a red valvet bathing dress. She was quite the sensation of the moment, and she, along with her smartly cut suit, deserved all the attention accorded both.

Afternoon in the South creeps on with much heat and with far too much a blaze of sunlight to make the cut of doors at all a comfortable piece to be. Then along about 4 o'clock the ladies emerge from their Summer siestas and wend their ways from all directions toward the Cocoanut Grove. Tea tables are spread and there is a dance floor. Tea is drunk and the band plays, and when the sun falls suddenly behind the lake's opposite shore on go the red electric lights, a signal for the dancing to commence.

In the midst of all this gayety one sees the prettiest frocks of the day. There are the ladies, with their sweaters cast aside and only the beauty of their sheer Summer dresses flashing by in the gleam of half daylight, half red artificial light. Organdies are a great fad. They seem to have taken unto themselves a fuller quota of popularity than any other branch of the gown family. If an organdy gown is to be entirely and absolutely au fait, it must be all of one color—blue or pink or lavender. It must have fine quillings or rufflings or hemstitchings all of the same color, and it must also have a ribbon sash to match exactly—not a shade of divergence in color tone is allowable. A violet gown of this sort worn by a brunette of brilliant coloring had a fichu effect at the front edged all about with a finely pleated quilling hemstitched on. Then, on the skirt were as many as four tiers of the quilling running around at distances of about twelve inches apart. These, too, were attached by hemstitching. There was a violet grosgrain ribbon belt with a bow at the back, and there was worn with the frock a drooping though simply shaped hat made entirely of the violet grosgrain ribbon. The ribbon on this hat ran to a peak at the tip of the crown, where it was all caught together with another perky little butterfly bow.

A white organdy frock was made with a straight, gathered overskirt embroidered in a deep band around its hem. This fell over an underskirt held tightly around the ankles and the underskirt was made up of three tiny organdy ruffles. The waist, with three-quarter length and flowing sleeves, had a deep bertha of the embroidery around a low and rounded neck. The embroidery was done in all colors of silk floss, making a design that was somewhat Russian in character and most effective placed on the transparent white material.

A simple chemise dress at this tea dance was made of the finest of white handerchief linen, held by a loosely tied belt of that same material. Down the front, at intervals of four inches from the neck to the hem, were appliqued, by means of hand hemstitching, two-inch squares of dark blue handkerchief linen. With this was worn a fascinating little joke bonnet made of folds of white georgette crape laid on one above the other and faced with the same material in dark blue.

Another afternoon dress for Summer was made from apricot organdy and sewn with long, effective stitches of robin's egg blue and purple wool. It was a babylike little thing, but positively stunning on the ingenue creature who set it off.

Seated laxily in a wheel chair was one who wore a gayly striped red and white silk mull gown, draped in long and graceful folds. She wore a hat with a purple top, a red facing, and a purple chiffon harem veil attached at the extreme back edge of the brim flowing loosely about the shoulders and under the chin.

Parasols are a part of a Palm Beach equipment, and they are very beautiful. Always they match the gown with which they are travelling, or at least they complete the harmony set by the gown. One of a gingham-patterned silk, was carried with an all-white gown. The parasol was blue and white and the only note of color. Another was made of peach-colored taffeta mounted on an umbrella frame that turned down most demurely at the outside edge. These parasols are curiously void of ruffles, puffings, or trimmings of any sort—with the one exception of those little eye-shade affairs that are used in the wheel chairs. They are of black taffeta with plenty of quaint, old-fashioned frills, and they are usually lined with a color as a concession to the eyes.

Toward evening, as the breeze waxes cooler, there appear wonderful wraps and evening coats of all sorts. One was short and circular, made of a Paisley shawl and edged with a deep band of seal. The Paisley cap worn with it had a band of seal for a brim and a seal pompon on the very top.

Another cape was of shadow lawn broadcloth, lined with white luster satin. It was short and belted in the front, long and curved and circular at back. A white frock and a black velvet high turban were its companions. Summer furs are luxuriously evident. Five thousand dollars' worth of chinchilla is a mere spot among many neighbors just as gorgeous.

The evening dresses are mostly dancing frocks. Lovely are the frocks of georgette crepe, made with few exceptions, on severely simple lines, though with ample and luxurious fullness.

One mauve-colored georgette crepe frock was trimmed only with crystal beads, the chief of its ornamentation being a crush girdle made entirely of the sparkling spangles. Then there are the frocks of taffeta and silk net, the newest of which are trimmed with rows and rows of picoted ruchings of the net set on the net. A taffeta skirt is the rule, with bodice and sleeves and, perhaps, bustle drapery of the net.

Perhaps the smartest evening gown was one of draped chiffon and shadow lace, dyed in the same shade of orchid and made over an orchid foundation. It was worn by a beautiful blonde, who had at home six other dresses of varying shades made in exactly the same manner.

¶ *Our Spring offerings this year assume new interest and new importance, because prices not only are low, to harmonise with the ruling spirit of economy, but lower to ensure prompt clearances.*

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La Vogue

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SHOW DAYS, EVERY DAY

LANE, CRAWFORD & Company, Ltd.

New Things Every Woman Ought to Know

Why 'Stay-at-Homes' Are Healthiest

By Dr. Wiley

The Famous Authority on Pure Food, Sanitation and Health.

OF all the travel-diseases, that condition of inflammation of the nostrils, the larynx and the throat, which we call "colds," is most menacing.

If one lives in a home which is sanitary, avoids the crowded street cars and takes his daily bath in cold or slightly warmed water, followed by proper rubbing with a coarse towel, he may hope to escape any attack of influenza; but the very moment he starts out on his travels, gets into a crowded street car, coach or sleeping compartment, he is subject to infection.

The conditions which favor the acquiring of a cold also favor the contraction of diphtheria, measles and whooping-cough. These also are travel-diseases. A child gets them while on his way to or at school, and brings them into the home.

Possibly we may some day reach a period when the food we eat, the water we drink and the air we breathe will be subjected to a rigid system of inspection, looking to the prompt removal of all dangers of infection; and when a traveler who threatens the sanitary conditions of his environment will be politely kept where the danger, which would attend his migrations, will be reduced to a minimum.

As far as children are concerned, the answer is, "Keep them at home," especially in Winter, when colds are prevalent and the tendency is to keep conveyances air-tight for warmth. This applies to street cars as well as to railway trains. The perambulator, two small, sturdy legs, and the near-by park ought to limit the child's traveling experiences in the Winter. Two carefully reared children of my acquaintance recently—children who lived in the suburbs, slept in the open air, and had every care and intelligent attention, dietetic and otherwise, lavished upon them—upon being conveyed to a prominent and expensive specialist for examination, his first question was, "Have they been to town in the suburban cars?" "Yes, once." Mystery solved—expert, highly specialized advice, "Keep the children out of the cars until Spring, at least."

As for grown-ups, who must travel, whether or not there is one precaution, that should be more frequently taken. It is this:

When you are going to ride a short distance—walk.

Dr. Wiley.

Dr. Wiley's Question Box

HOW can a woman who suffers from high blood pressure and weighs 217 pounds get back to normal weight?—N. F.

It requires very great will power to go on a reduction diet. The eating of simple vegetables, which you are now doing, is a good method, if you can persist in it. The principal thing is to eat much less than you usually do. Eat sparingly of cereals and fats; generously of fruits and succulent vegetables; moderately of lean meat, peas and beans. Leave each meal hungry. Fast one day each week and eat no more than usual on the following day. Take as much gentle exercise as you can. It is not safe to exercise vigorously with your blood pressure.

ARE apples, peaches and cantaloupes classed as sweet or acid fruits?—K. E. B.

The final reaction of the digestion of apples, peaches, cantaloupes is alkaline.

I AM tubercular and am taking two raw eggs with milk and sugar after each meal. Do you think this a good idea, or would it be better to take wine with the eggs?—A. D.

I think six raw eggs a day are too many for giving the best results. Half that number would be quite sufficient. It would be advisable to substitute very raw roast beef for the eggs, at least twice a week. You should drink freely of pure, fresh, clean, healthy milk. You should strictly refrain from using any kind of wine or other alcoholic beverages.

WHAT is the food value of raw greens, and should they be run through a food chopper before eating?—P. A. C.

Raw greens have little food value, but are rich in vitamins and wholesome. If unable to chew the greens should be comminuted by some kind of a machine. In this case eat a very moderate quantity.

MY wife is tubucular and and at the sanitarium where she is being treated they give her no raw eggs and only a little milk, fruit and fresh vegetables. What do you think of such a diet?—S.

I think your wife is perfectly justified in believing that the meals served at the sanitarium are better adapted to wood-choppers and stone-breakers than to tuberculins. I think the fundamental principle of diet for tuberculosis is meat, eggs and milk, with plenty of fruit and succulent vegetables, to avoid constipation. I think the diet which is given your wife is not suitable for her condition.

WHAT do you think of pasteurized milk, brought to a boiling point and with a pinch of baking powder added, as the principal food for a baby one year old?—MRS. B. K. M.

I would not advise the constant use of baking powder in the case of a child nor even of a grown person. I would not advise the constant use of pasteurized or boiled milk for a young child unless generous quantities of orange juice be given between meals. That your child has not suffered from such a diet is an indication of the wonderful tolerance and adaptability of the human animal.

WHAT sort of diet and exercise do you recommen for a man of fifty who suffered a slight stroke of paralysis four years ago and whose blood pressure is too high?—Q. X.

I would advise fasting in your case, but not for a longer period than twenty-four hours at a time. You should live largely on fruits and succulent vegetables. Eat sparingly of cereals and fats. Do not eat any meat or eggs. Sour milk in moderation would doubtless be beneficial in your case. Granting that you eat a certain amount, it is better to eat it in three meals than in two. Very gentle exercise is the only kind that you should have. I do not know anything better than walking a moderate distance. You have been fortunate in that your trouble has not grown worse. The lower you keep your blood pressure the better.

PLEASE tell me what foods to avoid in order to reduce my weight.—C. R. A.

Starches and sugars are the most fattening foods. All sweets, confections, puddings and desserts should be omitted by those who wish to reduce weight.

WHAT kind of acid can I use in canning vegetables that is perfectly harmless?—HOUSEWIFE.

I would not advise the addition of any kind of acid to your home-canned vegetables. Proper sterilization and sealing is all that is necessary in the canning of fruits and vegetables.

I WISH you would tell me what the food value of rhubarb is and whether it contains enough oxalic acid to be poisonous?—C. A. P.

The food value of rhubarb is practically nil. In my book, "Foods and Their Adulterations," page 299, I give the analysis and then make the following remarks: "The above data show that rhubarb is practically valueless as food and is chiefly condimental. I regard it, therefore, as of practically no value for food purposes save for the sugar which is added in the preparation. By some authorities it is said to contain acid potassium oxalate. Oxalic acid is considered a poisonous acid, although in combination with potassium it probably loses much of its poisonous property. I regard rhubarb more as a medicine. It is decidedly laxative and apparently is a good preparation activating the peristalsis of the intestines, which is considered highly desirable in the Spring."

WHAT is the proper temperature for drinking water?—N. D.

Between 55 and 60 degrees.

For Women Who Earn

By Eleanor Egbert

Author of "The Ambitious Woman in Business"

AFTER a thorough course in stenography and typewriting I went job-hunting. Most places offered me six or seven dollars, and one place eight. Now, as I am married, I should have to pay most of this out for someone to do my housework, and the rest would disappear for carfare and lunch! Is there anything else that I can learn where I will earn more money?—EVA B.

The beginning of everything is difficult. My advice to you would be to accept the $8 job if you can get it—if not, take the $6 or $7 job, and stay there until you have some experience. Then look about you and try for a better-paying position. That is what every beginning stenographer has to do. I think it would be very unwise for you to abandon stenography after taking a course, just because it doesn't pay as much as you want. You would not earn more by starting a business of your own, even if you have capital to invest. Stick to the thing you started out to do, do it well and you will have no trouble earning a good salary in due time. A big salary never comes quickly.

MY young daughter has been so ill that she has had to give up business and we are trying to make her rest at home. But she is so restless that she can't read, doesn't like to sew, and I am at a loss to keep her happily occupied. She declares she is getting more nervous every day and keeps on insisting that she will go back to the store. Do you know of any pleasant, easy work she could do at home—something that would keep her mind off her illness and keep her occupied?—MRS. O. D. B.

If she has been accustomed to mental work, or work imposing a nervous strain, why not get her interested in some manual occupation—like weaving, or basketry, or other light and artistic manual work? There is an interesting book called "Handicrafts for the Handicapped," by Herbert J. Hall and M. C. Buck (Moffat, Yard & Company, publishers, $1.25), which she will find interesting reading, and which may suggest to her some occupation that will fill her mind. Why not get her interested in some useful sewing or knitting for some of the various war-time organizations? She will feel she is doing something useful, and every pair of hands counts nowadays.

I AM a young girl of nineteen, staying at home to help mother with the housework, and as I often have spare time I wonder if there is any way for me to earn a little money for myself.—M. D.

Can you sew or embroider or knit or cook or typewrite well? In these times the country needs every hour that every woman can spare, and you will find plenty to do, I am sure! Apply to the nearest Red Cross chapter or organization affiliated with the National League for Women's Service and offer your time as a paid worker in some field that they can select, if you have no preference or marked ability for any one special kind of work.

WHERE can I obtain a copy of "The Ambitious Woman in Business?"—READER.

At most libraries and book stores. If your book seller does not have it in stock he can order it from the publishers.

I HAVE heard that butterfly collecting is quite profitable. What can you tell me about it?—H. H.

One girl in California earns several thousand dollars a year catching and selling butterflies. They bring from 10 cents to $2 apiece and sometimes more, from museums, schools or private collectors. Stores where art goods, books and souvenirs are sold also buy butterflies occasionally if they are especially beautiful and well kept. An even higher price is paid for moths with beautiful colorings, like the Cecropia variety. But the moths must be caught at night, unlike the butterflies which preserve their colorings best if caught at noon on sunny days.

I AM a young girl of twenty and greatly ambitious to become a librarian, but I am only a public school graduate, and I have heard it is essential to be a graduate of a high school in order to be a librarian. I am perfectly willing to study for a year or so to realize my ambition.—M. D. B.

Frankly, it is very difficult for even a well-read young woman to secure employment as a librarian without having had a high school education. In fact, that is one of the requisites for most of the librarian's training courses, although exceptions are occasionally made for those who are judged to have the equivalent to a high school training because of wide reading, or travel, or special experience. I suggest that you write to Miss Sarah C. N. Bogle, head of the Carnegie Library School, Pittsburgh, Pa., who may be able to give you interesting particulars regarding a possible opportunity for you to train as a children's librarian.

Making Your Housework Easier

By Mrs. Christine Frederick

The Distinguished Household Efficiency Expert.

HOW can I avoid the unpleasant knotting of a clothes line on the posts?—MRS. J. A. W.

There is a small device, consisting of a pronged knob, which can be nailed to any post and which allows the rope to be twisted over the knob in and out in such a way that it does not slip off, but stays firmly knotted. It can be screwed to any regular laundry post and costs only ten cents.

HOW can I remove scorch stain from pongee skirt?—H. M. H.

I fear there is no remedy for a bad scorch on silk. Cotton or linen fibers are not so much affected by heat and it is possible to remove scorch from them by hanging in sunlight. But when a silk or wool fiber is touched by heat or by strong acid the fiber is actually eaten out or burned away. Pongee is best ironed while bone dry with a damp muslin cloth over it and only a moderate iron.

PLEASE tell me how to ecru white curtains—R.

To tint curtains, laces or any goods a cream shade make a strong solution by boiling one tablespoon black tea in one quart of water and using as much of the clear tea as necessary.

HOW should I launder men's half silk and madras shirts?—MRS. F. T. E.

Any silk material or partly silk should be washed in tepid water and white soap—never boiled. When quite dry they may be covered with a thin muslin and ironed with a moderately warm iron, never a hot one as this will scorch the fabric and make a hole. Madras shirts which are heavy cotton may be boiled, then starched and allowed to get perfectly dry, then sprinkled down for several hours and ironed with a hot iron. Do the neck band first, then the bosom. Iron collars and cuffs on the wrong side, then polishing on the right.

HOW can I fry ham so that it will not be salty?—MRS. C. R. N.

Probably the ham has been oversalted in smoking or is too old. Ham that has been open for sometime is always salty. Try the slice in cold water, bringing to boil, pouring off this water and then frying. Serve at once when cooked.

PLEASE tell me the difference between mousse, sherbet and frappe.—MRS. B. C.

Ice cream is a cream mixture frozen and whipped at the same time in the freezer. Sherbet is a fruit mixture whipped and frozen, also in the freezer. Frappe is a fruit mixture loosely frozen, but not whipped. Parfait is a mixture into which whipped cream is beaten, then the whole packed into a mold and chilled without whipping. Mousse is almost the same as parfait, except that it is generally spoken of—the entire mold served at one time—as a "maple mousse," served in a single dish for dessert.

MY neighbor and I have divided a barrel of flour between us. She has the barrel. How can I best keep my share?—R.

Purchase or make one or two large sacks of unbleached muslin and put the flour in this. Keep in a cool place where there is plenty of ventilation, not near radiator or stove or any place that is moist. It should keep all Winter.

HOW can I beat the whites of eggs so that they will be stiff enough to put on top of lemon pie?—A. M. C.

Use what is called wire "whisk" instead of a Dover egg-beater. The whisk is a flat paddle of strands of wire and is better for beating air into the whites than other beaters. Add two tablespoons powdered sugar and two egg whites, and place at once on the cold pie. Eggs become stiff because the air is beaten into the whites and the sooner eggs are used the better. A pinch of salt or cream of tarter added while beating also makes them more stiff. A quick oven is needed to make a puffy meringue.

You Might Try

For Ink Stains.

MOISTEN with salt and lemon juice and lay in the sun.

To Remove Mildew.

APPLY Javelle water, then wash with hot water and hang in sun to dry.

For Benzine Stains.

RINSING in a little vinegar or in diluted acetic acid will usually make the stains disappear.

To Remove Tar Stains.

RUB white buckskin shoes that have been spotted by tar with either lard or oil, then scrub with a soft brush dipped in warm soap suds.

For White Kid Belts.

THESE may be easily cleaned by rubbing on Fuller's earth thickly. After it is dry, brush off and if the belt is not entirely clean apply a second time.

Economical Menus for the Week

FOR the benefit of housewives who want appetising, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY	TUESDAY	WEDNESDAY
Breakfast	*Breakfast*	*Breakfast*
Stewed Prunes	Hominy Top Milk	Oatmeal Top Milk
Barley Top Milk	Rye Bread Nut Margarine	Toast
Whole Wheat Bread	Apple Sauce	Coffee
Nut Margarine	Coffee	*Lunch*
Coffee	*Lunch*	Cream Cheese and Nut Salad
Lunch	Welsh Rarebit on Rye Toast	Mayonnaise Dressing
Cream Toast with	Gingerbread	Brown Bread Butter
Grated Cheese	Tea	Tea
Baked Apples	*Dinner*	*Dinner*
Vanilla Wafers	Roast Beef	Mexican Beef Pie with
Tea Milk	Samp Baked with Milk	Potato Crust
Dinner	String Beans or Peas	Mashed Turnips
Split Peas Baked with Pork	Lettuce Salad	Corn Bread
Eggless Corn Muffins	Mayonnaise Dressing	Nut Margarine
Rice and Raisin Pudding	Chocolate Blanc-Mange	Stewed Apples and Cream
Top Milk	with Cream	Coffee

THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Prunes	Grapes	Stewed Raisins	Oranges
Ideal Omelet	Hominy Top Milk	Cornmeal Mush	Codfish Balls
(5 Eggs with White Sauce, for six people)	Toast Butter	Soft Boiled Egg	(With left over Cereal instead of Potatoes)
Coffee	Coffee	Toasted Rice Muffins	Toast Coffee
Lunch	*Lunch*	Coffee Milk	*Dinner*
Cream of Celery Soup	Noodles Baked with	*Lunch*	Creole Chicken
Toast Sticks	Peanut Butter	Macaroni and Cheese Timbales	Steamed Rice
Tea	Lettuce Salad	Cream Sauce	Orange and Date Salad
Dinner	Apple Whip	Stewed Pears	French Dressing
Pea Loaf Served with	Tea	Gingerbread	Crisp Crackers
White Sauce and Diced Carrots	*Dinner*	*Dinner*	Half Cups Coffee
Southern Spoon Bread	Scalloped Fish	Kidney Bean Stew	*Supper*
Nut Margarine	Spinach Baked Potatoes	South Carolina Spoon Bread	Chicken Salad Sandwiches
Deep Apple Pie	Lettuce Salad	Fruit Salad	One-Egg Cake
Half Cups Coffee	Prune Pudding	Wafers	Cocoa
	Half Cups Coffee	Half Cups Coffee	

Good To Eat

Philadelphia Relish.

CHOP separately two cups cabbage, one red pepper and one green pepper. Mix well with one-half teaspoon salt, one-quarter cup brown sugar, one-half teaspoon white mustard seed, one-quarter teaspoon celery seed and one-quarter cup vinegar.

Curried Vegetables.

PREPARE one-half cup boiled turnips, cut in dice; one cup boiled potatoes, cut in dice; one cup boiled carrots, cut in dice, and one-half cup leftover peas. Saute two slices onions in three tablespoons drippings. Remove onion and add three tablespoons flour, one-half teaspoon curry powder, one teaspoon salt, one-quarter teaspoon celery salt, one-quarter teaspoon pepper, and one and one-half cup milk. Stir until smooth, then reheat vegetables in sauce.

Scalloped Grayfish.

MELT two tablespoons fat, add three tablespoons flour and rub until smooth. Add one cup of liquid (water, milk, tomato juice or tomato soup) and boil until mixture thickens. Add a few drops onion juice, one-eighth teaspoon cayenne and one teaspoon lemon juice or vinegar. Add salt to taste. Arrange alternate layers of cooked grayfish (about fifteen ounces in all) and sauce, cover with buttered crumbs and bake. Omit lemon or vinegar if tomato juice is used. They may be used with milk if sauce is allowed to thicken before adding acid. Any left over or canned fish may be substituted for grayfish. Be careful to use less fat if a fat fish like salmon is used.

Poems Worth Reading

Hours And Graces

How long they have been passing by my place!
As in a frieze antique they trained along,
Alternately an Hour, and then a Grace.
How many vanished of that drifting throng!
The first I knew not—scarce shall know the last;
But each has wrought its change ere on it passed.

Hostile all Hours—but this how could I know?
Each from a secret quiver drew a dart,
Frowning or smiling on me, aimed its blow.
Ofttimes 'twas long ere I would feel the smart;
Although a slow corrosion, working still,
Might leave a wasting wound in soul or will.

Hostile the Hours—for so Time missioned them:
But every Grace aboundingly was kind,
And brought a gift—of flower, or sunlit gem,
Nepenthes in a glass, or balm to bind
And lull the deepest hurt within Time's power
(Almost for this I loved the wounding Hour).

The Hours and Graces—now they grow a dream,
A frieze antique the unseen Fates unwind
That into shadow dips, or catches gleam.
Hostile the Hours, but every Grace is kind—
I doubt not, kindest of them all, for me,
The Grace that softens the last Hour shall be.

To any this I say: Fear not to meet
And take whatever stroke the Hour shall lay,
For, though each side you vision but defeat,
Comes one that shall recomfort and repay.
And yet, take care! The Grace may veiled go;
Then ask—and she the guerdon must bestow.

EDITH M. THOMAS.

A Winter Night

Each pine upon the hilltop
Has donned a samite stole,
And fanlike red auroras
Flare upward from the pole.

The moon, a fading spectre,
Drifts down the spectral air;
Dimmed are to misty marsh fires
The spangles of the Bear.

From fields of upper azure,
Where he was wont to roam,
That mighty midnight hunter,
Orion, has gone home.

So stark, and chill the silence,
So void of any voice,
Time's hand upon the dial
Seems to be held at poise.

CLINTON COLLARD.

The Poet's Crown

From the Springfield Union.

Long, long ago, men said that Fame
Would seek this poet with her crown,
And on her scroll would write his name
With other names of high renown;
And as the numbers that he sung
Seemed echoes from some fairy shore,
They ofttimes said he dwelt among
The master minds of days of yore.

His songs were full of hope and cheer,
Oft rippling with the purest mirth;
While God's great love he made so clear
The world was better for his birth.
All heard these songs from city ways,
From sea, from woodland's wild retreat;
And list'ning would foretell what praise
Was his when Fame should turn her feet.

They said she was in far off lands,
So waited yet with hearts elate;
None dreamed that he, within his hands
Held high the bitter cup of fate,
For lo! when Fame did came his way,
She found him in a darkened room,
And coming was in time to lay
Her crown of laurel on his tomb.

GEORGE WHITEFIELD D'VYS.

Free

From the Century Magazine.

Over and over I tell the sky,
I am free—I.

Over and over I tell the sea,
I am free.

Over and over I tell my lover
I am free, free—over and over.

But when the night comes black and cold,
I, who am young, with fear grow old;
And I know, when the world is clear of sound,
I am bound—bound.

MARY CAROLYN DAVIES.

In Spite Of Boasted Advance Of Science

From the Buffalo Evening News.

There was a man of our town
And he was wondrous wise,
He never railed to boil the germs
And swatted all the flies;
He faithfully did all the things
That folks advise of late
To prolong human life, and yet
He died at ninety-eight!

New Heaven

From the Philadelphia Public Ledger.

Paradise now has many a knight,
Many a lordkin, many lords,
Glimmer of armor, dinted and bright,
The young knights have put on new swords.

Some have barely the down on the lip,
Smiling yet from the new won spurs,
Their wounds are rubies, growing and deep,
Their scars amethyst—glorious scars.

Michael's army hath many new men,
Gravest knights that may sit in stall,
Kings and captains, a shining train,
But the little young knights are dearest of all.

Paradise now is the soldiers' land,
Their country is its shining sod,
Comrades all in a merry band;
And the young knights' laughter pleaseth God.

KATHARINE TYNAN.

A Song Of Friendship

From the Detroit Free Press.

There's a world of tender sweetness
in the name of friendship true,
And the kind of gentle service for
each other that we do,
When we bide through joy and sorrow
by the side of those we love,
And in acts of faith and gladness
loyalty we ever prove.

Between friends an understanding has
like sunshine after rain,
That will soften every heartache and
will lift our joy again
To the wonderous, happy moments we
have known and loved so well,
When the world was lost in beauty
and the magic of its spell.

Faces of our friends—they cheer us
after absence like a star
Shining through the night in splendor
to the valley where we are;
And when once our faith is given, nothing, whatsoe'er it be,
Can blot out that sweet affection or
the old time loyalty.

MYRTELLA SOUTHERLAND.

The Uncertain Brother

From the Altanta Constitution,

The doubtful road before me lies—
That's why I'm often stoppin';
For time I rise
To higher skies
I feel a downward floppin'

Ashes

In winters' gone my wife demurred
At ashes on the walk;
At tracks in powdered carbon on
The rugs she used to balk.
The door mat, too, was ground to shreds,
She said, and so, alas!
Our calisthenics were performed
On ice as smooth as glass.

But now on every little bit
Of frozen water, lo!
She hastens forth the ashes with
A lavish hand to throw,
Because the neighbors eye the stuff
With jealousy intense,
Since ashes nowadays denote
A state of opulence.

MINNA IRVING.

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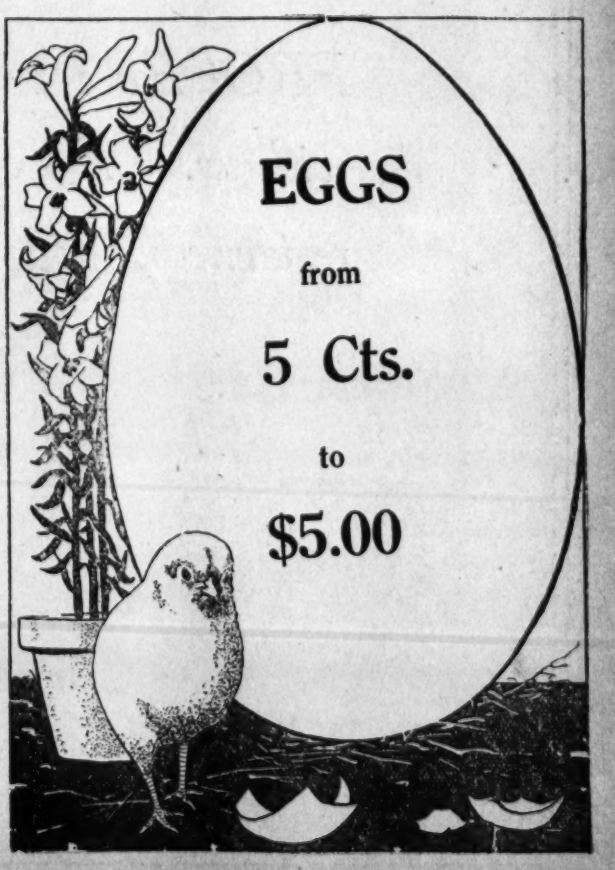

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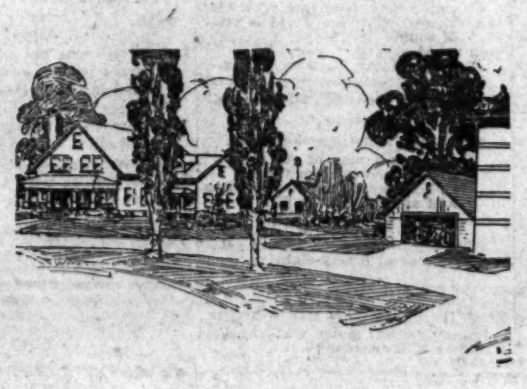

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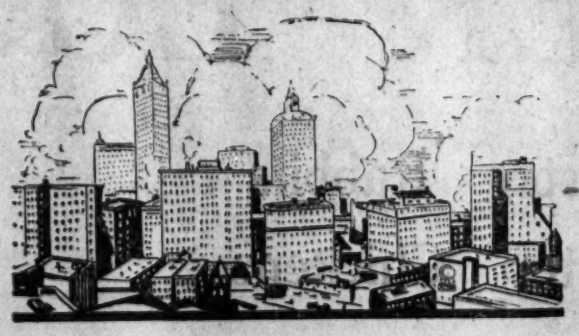

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